

THE WORLD'S BIGGEST AND BEST-SELLING CLASSIC FORD MAGAZINE!

VOTE

For your
Classic Ford
Of The Year
See p68



SIERRA RS500
ICONIC RACER

400E RESTO
PICK-UP RARITY



November 2015

ClassicFord

MODIFY • MAINTAIN • RESTORE

STREET HEROES

Awesome Fords built to rule
the bypass and the B-road!



V8 MK3 CAPRI WITH NITROUS



16-VALVE RS2000 MK2 ESCORT



TWIN-TURBO LOTUS CORTINA



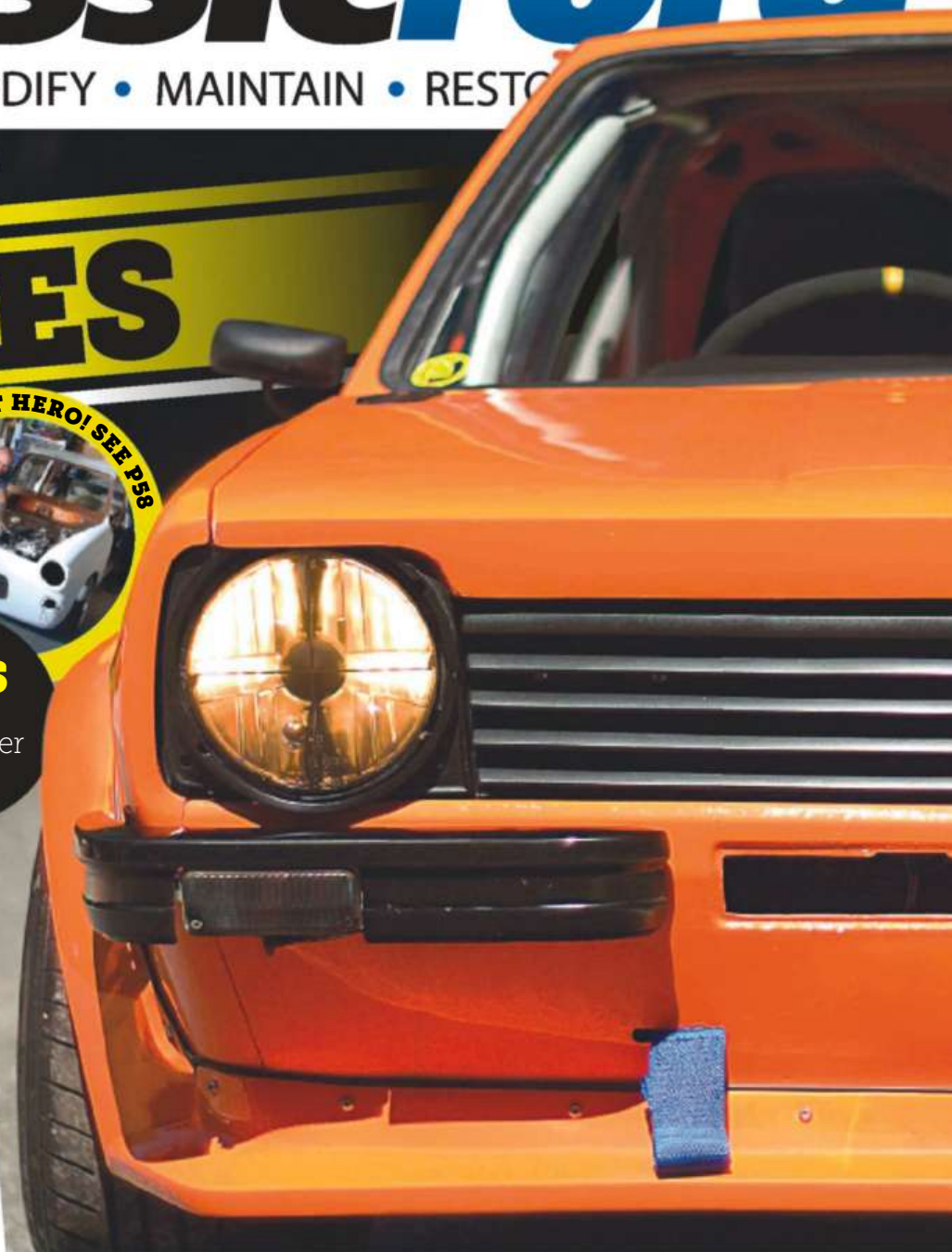
HOT-CAMMED MALTESE ESCORT



BUILD A STREET HERO! SEE P58

PLUS

Top 10
street racer
mods



REAR-DRIVE 16-VALVE MK1 FIESTA!

**INSIDE: FORDFEST + ANGLIA 1700 + ADJUSTABLE SPANNERS ON TEST
+ EURO CAPRI REVIVAL MEET + CARS, PARTS AND PROJECTS FOR SALE**



BUYING:

**CORSAIR
1500**

Top tips to help
you buy the best

SERVICING:

**WEBER
CARBS**

Rebuild your
38 DGAS!

IMPROVING:

**UNLEADED
HEAD TECH**

What you need to do
to go unleaded in 2015





• The NEW full colour 196 page Rally Design Motorsport Catalogue NOW AVAILABLE! •

RMD Classic Escort Wheels

AVAILABLE STD. FORD OR GROUP 4 STUDS. AIRCRAFT SPEC. A356 ALLOY, JWL STD.

6 x T3	£164.00	£75.80
7 x T3	£211.00	£85.20
8 x T3	£282.50	£99.80
8 x T5	£344.00	£121.80

NEW KIT CAR - FORMULA WHEEL 12 SPOKE - 7 x 15, ET38
Available silver or black.
£65.00 £78.00

• All wheels manufactured from aircraft spec. A356 alloy, to JWL standard

Coil Springs

Rally Design has over 20,000 coil springs in stock, rates from 100-600lbs, 2.25" (blue), 1.9" (yellow) and 60mm (red).
• Priced from £14.90 £17.51 to £19.90 £23.38 each

LOOK ON OUR WEBSITE www.rallydesign.co.uk OR IN OUR CATALOGUE FOR FULL LISTING

Escort 11/1300 springs (145 - 220lbs) each £16.90 £20.28
Escort RS springs (145 - 220lbs) each £16.90 £20.28
Cortina 11/1300 (145 - 190lbs) each £17.50 £22.40
Capri (145 - 190lbs) each £16.90 £20.28
Available -3/2, -2/2, -1/2, 5/8, 1"

Ally Hubs

• CORTINA HUBS ALSO AVAILABLE

Ally hubs, Escort std. each £42.50 £51.00
Bearing kit to suit each £16.50 £19.80
Ally hub cap - very smart! each £6.90 £8.20
Escort studs each £0.95 £1.14
Ally hubs, Group 4 type each £42.50 £51.00
Group 4 large bearing each £15.50 £18.60
Ally hub cap, suit Group 4 each £6.90 £8.20
Group 4 stud/bush nut each £4.90 £5.80
Group 4 wheel nut each £2.90 £3.40

Strut Top Mounting

Roller top, OEM style - roller bearing £59.50 £71.40
Roller top, spherical bi-angle bearing £59.50 £71.40
Steel eccentric top mount each £13.50 £16.20
Ally concentric top mount each £19.50 £23.40
Ally eccentric top mount each £29.50 £35.40
Spare top mount bearing £14.50 £17.40
Top hat spacer kit, car kit (4) £6.50 £7.80
Top pinion rod nut - Bilstein 5/8 UNF each £1.90 £2.60
Pinion rod nut, Group 4 style £11.50 £13.80

TCA's

Heavy duty, standard TCA's pair £34.50 £41.40
TCA's with Poly bushes pair £44.50 £53.40
OEM style standard TCA's pair £39.50 £47.40
Rose jointed TCA's, in-situ pair £115.00 £138.00
Adjustable rubber TCA's, in-situ pair £110.00 £132.00
DIFF in-situ adjusters each £15.50 £18.60
DIFF rose jointed conversion kit pair £49.50 £59.40
TCA inner bush, heavy duty rubber each £2.90 £3.40
TCA outer bush, heavy duty rubber each £2.50 £3.00
Poly TCA inner bush each £3.74 £6.89
Poly TCA outer bush each £3.74 £6.89

Steering Racks, Quick Ratio

2:2 ratio heavy duty rack, RHD £179.50 £215.40
2:4 ratio heavy duty rack, RHD £149.50 £179.40
2:2 ratio heavy duty rack, LHD £109.50 £127.40
2:4 ratio heavy duty rack, LHD £159.50 £191.40
2:2 ratio quick rack, RHD £89.50 £107.40
2:4 ratio quick rack, RHD £109.50 £131.40
2:2 ratio quick rack, LHD £119.50 £143.40
R steering coil, electric, Esc. 1/2, RHD or LHD £59.50 £71.40
2:2 ratio Quail rack & pinion kit £84.00 £100.80
2:7 ratio Sierra rack & pinion kit, RHD £69.50 £83.40
2:7 ratio Sierra rack & pinion kit, LHD £69.50 £83.40
Steering rack mounts, heavy duty rubber pair £1.90 £2.40
Poly steering rack mounts pair £6.10 £7.32
Steel rack clamps, OEM style pair £16.80 £20.16
Group 4 all-steel coupling £16.80 £20.16
Sierra column to Escort rack coupling £19.50 £23.40
Ally rack clamps (no bush required) pair £21.50 £25.80
Track rod extensions (plus 80-100mm track) pair £19.50 £23.40
Track rod extensions (plus 240-260mm track) pair £26.50 £31.80
RS2000 track rod ends, metric to UNF taper each £6.50 £7.80
Steering shaft, 331mm long - Escort spline £19.50 £23.40
Escort 2 steering hub, drop forged billet £23.80 £28.56

Polysport Bushes

ESCORT 1/2 & CAPRI
Inner TCA £5.22 £6.26
Outer TCA £5.74 £6.89
Roll bar (19 - 24mm) £2.74 £3.29
Double width bush (20, 22 & 24mm) £5.67 £6.73
Single leaf front £8.19 £9.83
Single leaf rear £7.87 £9.44
Anti tramp front £8.62 £10.34
Anti tramp rear £5.22 £6.26
Bump stops, OEM style pair £8.50 £10.20

Steering Hubs, Quick Release

Wilwood quick release hub, pin drive £24.50 £29.40
RMD quick release hub, hex drive £34.50 £41.40
Hub adaptor, Mountney - STR wheel £9.50 £11.40
Hub adaptor, OMP-Sparco - STR wheel £9.50 £11.40
RMD q/r hub, spline drive, OMP-Sparco head £34.50 £41.40
Roll-on Q/R steering hub, OMP-Sparco head £29.50 £35.40

Rear Suspension

4-Link kit £109.50 £131.40
Spare 4-link boxes each £25.50 £30.60
Spare radius arms each £15.50 £18.60
Spare rod ends - 5/8 UNF each £9.00 £10.76
4-Link x-braces pair £14.50 £17.40
Mk1 short 4-link kit £129.50 £151.40
New 4-link 4-link kit, 1/4 rod ends, hi-bush bars, strengthened boxes, big bushes £185.00 £222.80
Purward rod kit, fixed height £46.50 £55.80
Purward rod kit, adjustable height £49.50 £59.40
Anti tramp kit, straight (Mk1) £43.50 £52.20
Anti tramp kit, angled (late Mk1 & all Mk2) £43.50 £52.20
Turret kit, standard type, square box £31.50 £37.80
Turret kit, tall type, square box £34.50 £41.40
Turret kit, extra tall, square box £39.50 £47.40
Turret kit, Group 4, round box £65.00 £78.00
Watts linkage, English axle £179.50 £215.40
Watts linkage, Atlas axle £199.50 £239.40

English Axle

CW9, 3.54/3.91/4.4/4.7/4.9/5.1 or 5.3 £215.00 £258.00
Differential, Trans-x, plate type £195.00 £234.00
Differential, Quaife, ATB type £475.00 £570.00
EN24 LSD end plate £69.50 £83.40
Crown wheel bearing - (2) required £114.10 £136.92
Pinion bearing - (2) required £119.00 £142.80
Crown washer £5.90 £7.08
Atlas into English half shaft kit, Quaife £525.00 £630.00

Atlas Axle Parts

CW9, 3:4/3:7/4:6/5:1 ratio from £210.00 £276.00
Differential, Trans-x, plate type £295.00 £354.00
Differential, Quaife, ATB type £680.00 £816.00
Panhard rod bracket each £3.50 £4.20
Turret, bracket, top mount each £3.50 £4.20
Ally differential cover, Watts linkage £132.00 £162.00
Axle flange plates pair £21.40 £25.68
Differential skid, wide, Group 4 £39.50 £47.40
4-link brackets each £12.60 £15.12
Spring saddles each £6.50 £7.80
Atlas brace and clamps - item plate £79.50 £95.40
"Half moon" plates, back plate differs pair £14.00 £16.80

Leaf Springs

Taper leaf spring, 140lbs, 60mm wide each £49.50 £59.40
Poly front bush each £8.19 £9.83
Poly rear bush each £8.19 £9.83
5-leaf slipper, 160lbs, 2" wide each £69.50 £83.40
Poly rear bush each £2.18 £2.62
PFE roller kit (both in) £36.50 £43.80
Lowering block kits - 1", 1 1/2" or 2" from £17.00 £20.40
Spring shackles, Mk1 car set £17.00 £20.40
Spring shackles, Mk2 car set £21.50 £25.80
"U" bolts, including nylocks each £3.00 £3.60
U-bolt steel plate, suit 2" springs each £11.50 £13.80
U-bolt steel plate, suit 60mm springs each £11.50 £13.80

Escort Body Parts, Ally

Ally tube strut brace, weld-on £41.50 £50.40
Centre console, standard width £14.00 £16.80
Centre console, wide width £15.00 £18.00
Rear lamp protectors pair £12.50 £15.00
Gearlever gaiter surround £28.50 £34.20
Mk2 wheelarches, front pair £11.40 £13.68
Mk2 wheelarches, rear - Forest pair £13.40 £16.08
Mk2 wheelarches, rear - Tarmac + 1" pair £29.00 £34.80
Mk2 wheelarches, rear - Tarmac + 2" pair £39.50 £47.40
Front spoiler, short, Group 4 £57.50 £69.00
Rear spoiler, Group 4 style £31.50 £37.80
Clutch footrest £8.50 £10.20
Navigator's footrest, Pyramid £16.50 £19.80
Navigator's footrest, Professional £32.50 £39.00
Driver's heel plate £16.50 £19.80
Chassis mounted sump guard, Bova £125.00 £150.00
Fuel pump and regulator bracket £19.50 £23.40
Lowering eye, strong £9.50 £11.40
Spare wheel post & strap - single £23.50 £28.20
Spare wheel post & strap - double £26.50 £31.80
Map pocket £17.50 £21.00
Escort 2 ally instrument binnacle panel £18.50 £22.20

Front Suspension

World Cup X-Member, standard £99.50 £119.40
World Cup X-Member, URM £99.50 £119.40
World Cup X-Member, Group 4 £169.50 £203.40
World Cup brackets, X/flow or Pinto pair £25.00 £30.60
Chassis mount x-member, standard £105.00 £126.00
Chassis mount x-member, URM £49.50 £59.40
Chassis mount kit, Ford £49.50 £59.40
Chassis mount kit, Vauxhall £16.50 £19.80
Chassis/v-member tubing kit (car set - 4) £16.50 £19.80
Standard type engine mounts, x/flow pair £16.50 £19.80
Standard type engine mounts, Pinto pair £16.50 £19.80
35mm heavy-duty mount bush £6.00 £7.20
50mm heavy-duty mount bush £6.00 £7.20
Anti dive kit £29.50 £35.40
Double width, weld-on £24.10 £29.40
Double width, bolt-on £29.10 £35.40
Spare double width clamps £1.00 £1.20
Spare double width rubbers £2.90 £3.50
Double width Poly - 20/22 or 24mm £5.61 £6.73
Jenson strut kit £195.00 £234.00
Roll bar kit, tension strut £89.00 £106.80
Compression strut kit, in-situ £89.50 £107.40
Twin cam roll bar inc. nuts & cup washers £39.50 £47.40
Cup washers (4) & castle nuts (2) set £9.50 £11.40
Single width heavy-duty roll bar rubber each £2.40 £2.88
Poly single width bush - 19, 20, 22 or 24mm each £2.74 £3.29

BRAND NEW GROUP 4 SPECIFICATION STRUTS BILSTEIN THREAD - NO EXCHANGE REQUIRED

To OEM specification, bare strut each £120.00 £151.40
Strut, ext. thread, suit 1 1/4" springs each £140.00 £171.40
Escort RS stud axle pair £130.00 £156.00
Bilstein insert, long, 250/90 £99.50 £119.40
Bilstein insert, long, 300/70 £99.50 £119.40
Bilstein insert, short, 300/70 £99.50 £119.40
Pinion rod nut, Group 4 style £11.50 £13.80
Steel top spring seat cup to OEM style, "I" shaped hole each £19.50 £23.40
Ally top cap, "D" or 10mm hole each £9.50 £11.40
1" deep spring seat, Bilstein thread each £6.50 £7.80
3" deep spring seat, Bilstein thread each £9.50 £11.40
Locking ring, Bilstein thread each £4.00 £4.80
Ally lower spring seat, 4" diameter to suit RS springs each £19.50 £23.40
Steering arms, bolt-on, to OEM forged specification, EN16C pair £69.50 £83.40
H/Duty steering arms pair £79.50 £95.40
Steering arm quickfit kit pair £9.50 £11.40
Stub axle hardware kit - special 5/8 nuts, nut cages & detent washers, car kit £9.90 £11.88
Stub axle locking nut, VW Group 4 style £19.50 £23.40

Spring Seat Kits

Spring seat kit, front strut each £23.50 £28.20
Spring seat kit, rear shocker each £11.50 £13.80
Top cap, "D" or 10mm hole each £9.50 £11.40
Abutment ring each £4.00 £4.80
Locking ring each £4.00 £4.80
"C" Spanner, suit 2.15" springs £4.00 £5.76
"C" Spanner, suit 1.9" springs £4.00 £5.76
Helper adaptor, 2.25"-2.25" £8.50 £10.20

Rear Shockers, Bilstein

Group 4 torretted each £89.50 £107.40
Group 4 torretted, coil over each £149.50 £179.40

PLEASE NOTE: All prices in Red are EXCLUSIVE OF VAT

Escort Body Parts - Steel

* 60mm WIDE FLAT OVAL

Works style strut brace, 60mm wide
Flat oval tube - the best!
Avo style strut top plates
Gearbox tunnel, large
Bulkhead plate
Extensions, bulkhead plate
Rear differential tunnel, long - Atlas
Body plating kit
Professional body welding kit
Group 4 skidding kit - 6 pcs.
Gusset boxes, dished
Reservoir tray into plenum chamber
Radiator cut out panel - lower
Radiator surround stiffening panel - Upper
Seat mounting kit (weld-in)
Chassis member tubing kit (car seat - 4)
M11 big wing (bubble arch) kit
Rear valance skid
Wheel tube, suit 15" wheels
Infill panels to suit tube
Clearance panel - Welly linkage top
Gusset strips, multi-hole, narrow
Gusset strips, multi-hole, wide
Exhaust tunnel kit, RH or LH, 4 pieces
Rally Preparation book
Escort 2 rubber grommet kit, 16pcs
Escort 1 front windscreen rubber
Escort 1 rear windscreen rubber
Escort 2 front windscreen rubber
Escort 2 rear windscreen rubber

£49.50 £59.40
pair £24.50 £29.40
£135.50 £147.40
£93.50 £114.40
pair £27.50 £29.00
£14.50 £17.40
£15.00 £18.00
£29.50 £35.40
£44.50 £53.40
pair £9.50 £11.40
£19.50 £23.40
£7.00 £9.36
£15.00 £18.96
£29.50 £35.40
£16.50 £19.00
£99.50 £114.40
£17.00 £21.36
pair £19.50 £21.40
pair £28.50 £34.20
£26.50 £31.00
pair £11.80 £14.16
pair £12.80 £15.36
£29.50 £35.40
£19.50 £23.40
£59.50 £71.40
£24.92 £29.90
£23.92 £28.70
£29.00 £34.90
£29.00 £34.90

Sump Guards

GROUP 4 CHASSIS MOUNTED SUMP GUARD,
8mm WITH FULL FITTING KIT
"5083" ally steel

£125.00 £150.00

Brake Parts

Wilwood Powerlite 4-pot caliper
Wilwood Midlite 4-pot caliper
M16 caliper, brand new
Lock tabs, stainless, M16 caliper
Sierra handbrake caliper, brand new
Wilwood W6A caliper, 6-pot
WILWOOD BRAKING KITS
Escort 265 x 10, Powerlite
Escort 247 x 20, Midlite
Escort 285 x 21, Midlite
Escort 240 x 10, hydro-mechanical caliper
KITS AVAILABLE FOR CAPRI, CORTINA & SIERRA
"MP" Ford brake kit, 266x21 disc
Balance bar pedal box, Mk1 cable
Balance bar pedal box, Mk1 hydraulic
Balance bar pedal box, Mk2 cable
Balance bar pedal box, Mk2 hydraulic
Pedal rubbers, suit Escort 1/2
Universal balance bar box
Kit car pedal box - (3) cylinders
Escort brake light switch
Balance bar assembly (including bearings)
Dash adjuster, flexi - 3ft
Dash adjuster, flexi - 5ft
Dash adjuster, steel tube style
Reservoir pot, 7/16 UNF outlet
Reservoir pot, push on outlet
Float level indicator to suit reservoir pots
Reservoir - tandem chamber, test button
RMD remote master cylinder (0.625, 0.70 or 0.75)
RMD remote master cylinder 0.75"
Wilwood remote master cylinder
(0.625, 0.70 or 0.75)
Wilwood remote master cylinder (0.500)
Wilwood remote master cylinder (0.813)
Wilwood integral reservoir master cylinder
(0.625, 0.70 or 0.75)
Float level indicator. Fits any Cirling/Wilwood
integral reservoir cylinder
Clevis assembly - 5/16 UNF, fits master cylinder
Proportioning valve, knob style
Proportioning valve, lever style
Proportioning valve, inc. brake switch
NEW Wilwood limited space master cylinder
SEE ON WEBSITE www.rallydesign.co.uk
Ally handbrake, Group 4, horizontal
Ally handbrake, vertical
Ally handbrake, tall vertical
Hydraulic mechanical cable attachment
Hydraulic handbrake conversion kit
Standard Escort handbrake
Fly off handbrake conversion
FULL RANGE OF EUROPEAN BRAKE FITTINGS
Goodridge, Turquip 600 hose - dash 3mtr
Goodridge, Turquip 600 hose - dash 4mtr
M16 calipers (vented disc) new
Sierra rear calipers, inc. handbrake
Escort vented discs, 247 x 20
Escort vented discs, 247x20, v-drill & grooved
lock tabs, stainless, Group 1 discs
RMD Group 4 Forest disc, 266 x 21, grooved
Group 4 front mount bells
Group 4 rear mount bells
Caliper spacer kit - vented, M16
Caliper spacer kit - vented, Princess
* FULL RANGE OF MINTEX T144 & T155 PADS IN STOCK

£89.50 £107.40
£139.50 £167.40
£29.50 £47.40
£3.90 £4.68
£79.50 £95.40
£278.00 £333.60
£264.20 £319.44
£427.11 £512.56
£125.14 £180.17
£241.39 £289.67
£89.50 £107.40
£109.50 £227.40
£215.00 £258.00
£109.50 £227.40
£215.00 £258.00
pair £7.00 £9.36
£132.00 £158.40
£159.50 £191.40
£7.50 £9.00
£21.50 £25.80
£21.50 £25.80
£21.50 £25.80
£12.50 £15.00
£12.50 £15.00
£6.50 £7.80
£26.50 £31.00
£21.50 £25.80
£21.50 £25.80
£26.50 £31.00
£39.50 £47.40
£39.50 £47.40
£38.50 £46.20
£9.50 £11.40
£1.40 £1.68
£44.50 £53.40
£44.50 £53.40
£35.50 £71.40
£35.50 £71.20
£61.50 £76.20
£74.50 £91.00
£79.50 £95.40
£89.50 £107.40
£29.50 £35.40
£37.50 £45.00
£16.50 £19.00
each £5.50 £6.60
£4.50 £5.40
£6.50 £7.80
pair £79.00 £94.80
pair £91.00 £111.60
pair £139.00 £160.80
£19.50 £23.40
pair £59.00 £70.80
£5.90 £7.08
each £79.50 £95.40
each £16.50 £19.00
each £21.50 £25.80
£21.50 £25.80
£29.50 £35.40

BRAKE PIPE KITS - GOODRIDGE
Escort Mk1, 3 lines
Escort Mk2, 3 lines
Capri Mk2/3, 3 lines

£45.79 £54.95
£41.79 £54.95
£45.79 £54.95

Copper Pipe Kits - Automec

Escort Mk2, 78 on, with servo
Escort Mexico Mk1
Escort Mexico/RS2000 Mk2

£62.94 £75.23
£88.21 £105.85
£66.69 £80.03

* FULL RANGE OF COPPER PIPE UNIONS INCLUDING
3 & 4 WAY AVAILABLE

RMD GRP Panels

* TOP QUALITY F/GLASS

ESCORT MK1
Bonnet with internals
Boot with internals
Front spoiler
Mexico 'eyebrow' ext's
Quarter bumpers
ESCORT MK2
Bonnet with internals
Boot with internals
Front spoiler
Front spoiler & slats
Quarter bumpers
Front bumper brackets, ally
Rear bumper brackets, ally

£95.00 £118.00
£82.00 £94.40
£34.00 £40.80
pair £29.00 £34.80
pair £33.50 £40.20
£109.00 £130.80
£79.00 £94.00
£95.00 £118.00
£42.00 £50.40
pair £33.50 £40.20
pair £11.50 £13.80
pair £9.50 £11.40

Kent Cams

OHC FR32 kit
OHC RL31 kit
OHC FR31K kit
OHC RL32 kit
OHC ally vernier
X/flow duplex vernier
OHC comp. cam belt
ARP con rod bolts, OHC
X/flow steel con rod bolts
OHC 12 point flywheel bolts
OHC 6 bolt flywheel set
X/flow 6 bolt flywheel set
OHC H/B/H/C, oil pump
OHC H/P oil pump
X/flow H/P oil pump
X/flow H/B/H/C, oil pump

£263.45 £316.14
£320.21 £384.25
£263.45 £316.14
£320.21 £384.25
£92.40 £110.88
£183.45 £224.14
£24.39 £29.52
£49.19 £59.27
£60.87 £72.07
£28.38 £34.06
£18.65 £22.35
£21.77 £25.40
£78.65 £94.38
£50.82 £60.98
£62.50 £75.50
£82.61 £99.13

High Quality Fuel Pumps

WCP solid state pump
WCP interupter pump, 20gph
WCP interupter pump, 30gph
Injection pump, Bosch 044 type
Injection pump, Walbro 342 type
Injection pump, Bosch 910 type
Pump mount bracket, billet ally
Pump "Bulb" in-line filter

£19.00 £22.80
£29.00 £34.80
£29.00 £34.80
£37.32 £44.78
£33.15 £39.78
£32.19 £38.63
£19.50 £23.40
£19.50 £23.40

Exhaust Systems - Ashley

MANIFOLDS
RS2000, 21/4", 3-piece, 4-2-1
N/A Cosworth, 21/4", 3-piece, 4-2-1
16v Astra - Escort, 21/4", 4-2-1
16v Zetec - Escort, 4-2-1
X/flow, 21/4", 4-1
RS2000, 2" 4-2-1
X/flow, 2" 4-2-1
SYSTEMS
RS2000, 21/2" twin box, right hand
RS2000, 21/2" single box, right hand
RS2000, 21/4" twin box, left hand
RS2000, 21/4" twin box, right hand
RS2000, 21/4" single box, right hand
RS2000, 2" twin box, left hand
X/flow, 21/4", twin box
X/flow, 2" twin box

£119.37 £167.25
£166.98 £200.38
£181.50 £217.80
£145.20 £174.24
£116.16 £139.39
£123.42 £148.11
£84.10 £100.92
£129.15 £166.98
£124.63 £149.56
£116.16 £139.39
£108.90 £130.68
£101.64 £121.97
£79.06 £95.84
£116.16 £139.39
£72.60 £87.12

Body Chassis Stand Kit

(4) Chassis stands and body tubes,
+ strengthening plates
COMPLETE CAR KIT
£119.50 £143.40
Wall brackets, chassis stand kit
Set 4 £12.50 £39.00

Fire Extinguishers - R.E.V.

FEV mechanical, 2.25ltr
Hand held, 1.75ltr
Hand held, 2.4ltr
Budget hand held, 2.0ltr

£96.50 £119.40
£44.50 £53.40
£48.50 £58.20
£29.50 £35.40

Millers Oils

Competition value lubricant x 250ml
Octane Plus x 250ml
Diesel Power Treatment x 250ml
Gear oil x 1ltr
Engine oil x 1ltr
Assembly lube x 1ltr

£6.60 £7.92
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Special hose, twin sidebraughts

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Universal, ally neck
Universal, rubber neck

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£169.60 £203.52
£169.60 £203.52
£169.60 £203.52

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Tran-x gear kit, choice of ratios
Quaffle gear kit, choice of ratios
H/D bearings
Quickshift kit
Heavy duty competition gear lever
M18 ally competition gearknob - Very strong!
Heavy duty gearbox x-member
Propshaft, type 9 - English/Atlas -
OEM manufacturer, h/d joints
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£965.00 £1038.00
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Clutch cable, Escort Mexico/RS

£7.80 £9.36
£7.80 £9.36
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£99.42 £119.30
£215.00 £258.00

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- 10.32 - 1/2 UNC
- 1/4 - 1/2 UNC

From £8.00 £9.60



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50% weight saving
over lead acid

Aliant v4, 9.2 Ah	£215.00	£258.00
Aliant v6, 13.8 Ah	£462.40	£558.40
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Super fast charger	£49.50	£59.40



NEW!
2015



Fuel filler cap assembly

Suits 51 or 57mm hose, includes Ring, gasket & keys	£49.50	£59.40
Restrictor (Unloaded only)	£9.90	£11.88



Escort Mk2 Rubber parts

Bonnet bump stop	pair £5.90	£7.68
Bonnet rail bump stop, v4	£9.90	£11.88
Bonnet bump stop, centre	£4.90	£5.88
Wiring loom grommet	£6.90	£8.28
Bonnet release grommet	£4.90	£5.88
Steering column grommet	£6.90	£8.28
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Speedo cable grommet	£4.90	£5.88
Throttle pedal pad	£4.90	£5.88
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Complete set, 15 pieces	£59.50	£71.40



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Master 8" drive light	pair £49.00	£58.80
'Oscar' pattern lamp	pair £79.00	£94.80
'Oscar' genuine	each £39.50	£107.40
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'Super Oscar' genuine	each £49.50	£119.40



NEW!
2015

Fuel pumps

Budget, electronic, 18gph	£9.32	£11.18
WCP, electronic, 18gph	£19.00	£22.80
Facet, electronic, 18gph	£30.00	£36.00
Budget, interupter, 20gph	£12.52	£15.02
WCP, interupter, 20gph	£29.00	£34.80
Facet, silver top, 25gph	£47.00	£56.40
Budget, interupter, 30gph	£14.30	£17.16
WCP, interupter, 30gph	£29.00	£34.80
Facet, red top, 30gph	£51.50	£61.80



NEW!
2015

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- 135 bar pressure
- 5.5 litres per minute
- 1600 watts power
- Weight 9kg
- Gun with adjustable nozzles
- GS, CE and TUV certified

NEW!
2015



Jacks & stands

Trolley jack, lightweight, 2.25 ton	£41.25	£49.50
Trolley jack, budget, 3 ton	£39.50	£47.40
Trolley jack, Pro-race, 2 ton	£141.25	£169.50
Trolley jack, H/D, low profile, 2 ton	£149.50	£179.40
Trolley jack, H/D, low profile, 3 ton	£229.50	£275.40
Asse stands, light, Pro-race, 2 ton (Pair)	£24.50	£29.50
Asse stands, H/D, dual lock, 3 ton (Pair)	£15.50	£23.40
1 ton scissor jack	£14.50	£17.40
Cross beam adaptor	£32.92	£39.50

NEW!
2015



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- 20 hours run on Eco
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Tool boxes & cabinets



Trolley tool box (as illustrated)	£82.92	£97.50
3 in 1 Tool box set (as illustrated)	£49.50	£59.40
7 Tray Pro tool cabinet (as illustrated)	£239.50	£287.40

NEW!
2015

Test equipment

Cylinder leak detector	£13.90	£40.68
Fuel injection pressure test	£24.40	£29.28
Diesel engine compression test	£14.90	£41.88
Brake bleed test, vacuum pump	£72.50	£79.00



NEW!
2015

Special garage tools

Timing locking set, 19pcs	£21.90	£26.28
Oil filter removal, 16pcs	£23.50	£28.20
Chain breaker & riveter	£14.96	£17.95
Brake piston wind back	£23.22	£27.86
Clutch alignment kit, 17pcs	£14.90	£17.88
Piston ring compressor	£4.55	£5.46
Puller kit, 46pcs	£15.90	£19.00
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Drain plug repair kit, 96pcs	£33.50	£40.20



Blackline 170w mini grinder

Mini grinder, tool only	£23.90	£28.68
Mini grinder & 130 pcs rotary accessory set	£33.90	£40.68



NEW!
2015

Servicing equipment

Ramp, chock & light set	£57.92	£69.50
Tyre saver - park mat	Pair £12.42	£14.90
Anti-skid track	£29.50	£35.40
Air pump - dual cylinder	£29.50	£35.40
20 LED work light	£16.25	£19.50
120 LED underbonnet light	£19.50	£47.40
Car creeper, lightweight	£13.90	£19.00
Foot pump - dual cylinder	£14.90	£17.88
Tyre carrier - (4) tyres	£24.52	£29.50



Garage equipment

200kg electric hoist	£65.90	£83.88
500kg electric hoist	£89.90	£107.88
Engine crane, 1 ton, foldable	£129.50	£155.40
7500lb engine stand	£41.25	£49.50
1500lb engine stand, foldable	£65.50	£81.40
Engine frame, floor stand, pair	£49.50	£59.40
Creeper seat, pneumatic	£23.50	£28.20
Parts washer	£49.50	£59.40

Blackline professional tools

1/4 socket set, 40pcs	£23.64	£28.37
1/4 + 1/2 socket set, 72pcs	£47.72	£57.26
Service barge tool kit, 99pcs	£68.72	£82.46



Special sockets

Spark plug socket set, 3pcs	£3.72	£4.46
1/2" wheel nut socket set, 3pcs	£14.52	£17.42
Magnetic bit sockets, 3pcs	£3.90	£7.18
1/2" crowfoot, oxygen sensor - 22mm	£3.90	£4.78
3/8" crowfoot, oxygen sensor - 20mm	£3.84	£4.61
3/8" oxygen sensor socket - 8mm	£3.68	£4.39
3/8" oxygen sensor socket - 22mm	£3.66	£4.39
Impact adaptor, 1/4 - 3/8 - 1/2 - 3/4, 4pcs	£16.46	£19.75
1/2" VW impact socket set, 6pcs	£14.85	£17.82



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are EXCLUSIVE OF VAT

THIS MONTH

Out and about with our band of Blue Oval-loving writers and photographers.

JON

CONTRIBUTOR



Jon loves a V8, but even he wasn't quite prepared for the twin-turbo set-up in Alan Lambert's Mk2 Cortina. Page 46.



BRYN

CONTRIBUTOR



Commercial fan, Bryn's owned a fair few Transits, but a Thames 400E like the Redshaw's pick-up (page 60) still eludes him.



JAMIE

CONTRIBUTOR



There's a special place in Jamie's heart for the Capri. Now it needs to ake room for a V8 version after seeing Brett Pidgeon's. Page 32.



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www.classicfordmag.co.uk

ClassicFord

THE INTERNATIONAL FORDSHOW

BRAND-NEW SHOW FOR 2016

See page 12

Welcome

What's the most popular look for a modified classic Ford? If the inaugural running of FordFest was anything to go by (see page 21), then hands down it's got to be the street racer. The enduring popularity of this style of modification could be down to a number of factors, but I reckon you can pin it to two: its simple to achieve; and works on just about any classic Ford.

Back in the Jurassic age, it was this look that got me into classic Fords, and it's still one that inspires me even now. The amount of similarly-styled examples at FordFest proved I'm not alone by a long shot, so this issue is dedicated to the mighty Street Hero — most definitely a classic Ford, but something that can be a little naughty at weekends.

A Street Hero is one that can reinvent itself, too — just take a look at what Steve Dowling has done to his well-known Mk1 Fiesta (page 26). Not quite what the Ford engineers had in mind when they were developing the first front-wheel-drive Ford for the UK market some 40 years ago...

[Enjoy the mag.](#)

Simon.



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THE

Car: Anglia 105E

Start condition: Standard car, average condition but with rotten front end

Condition now: Repairs and mock-up complete, almost ready for paint and final fit

Time taken so far: Two-and-a-half years

Estimated date of completion: It'll be at the Classic Ford Show next year

MISSING LINK

Your projects: Paul Collier has owned and modified almost every classic Ford going, but he's always missed out on the one model he really wanted – a sorted Anglia. His latest project is about to set that right

Name: Paul Collier
Age: 44
Job: Butcher (meat, not cars)
Location: Weston-super-Mare

What's your favourite classic Ford? For Paul Collier it's always been the Anglia. "Not in standard guise, of course," he adds, "but a nice, well-stanced Anglebox has always been my favourite Ford". Despite always longing after a 105E, Paul has never owned one, until now.

Paul's previous rides include Mk1 and Mk2 Escorts, Capris, Cortinas, and even Sierra and Escort Cosworths, but the Anglia has always eluded him. "I have tried to buy one a few times in the past, but it was either the wrong car, or at the wrong time," he remembers.

That all changed at Classic Ford Show three years ago. At the time Paul was piloting a 2.8-litre, Turbo Technics-equipped Capri when a bright yellow Anglia with a For Sale sign in the window caught his attention. "I ummed and ahhed about buying it, but I still had the Capri and was unsure whether to make the switch," recalls Paul, "and then a couple of weeks later I saw the same car advertised at an auction. At that point I made the decision to buy it... but I ended up getting outbid!"

He may have missed out on the car that influenced his decision, but at least it forced Paul to make a choice. From that point forward he was on the hunt for a suitable project to fill the Anglia-sized hole that had been missing from garage for so long.

We catch up with Paul, along with his Ford-loving mates who all chip-in to help with each other's projects, two-and-half years later as the Anglia project edges ever nearer to completion. →

"I'VE TRIED TO BUY AN ANGLIA MANY TIMES IN THE PAST, BUT IT WAS EITHER THE WRONG CAR, OR THE WRONG TIME..."



"WE'VE GOT A BIT MORE RUBBING DOWN TO DO, BUT THE ANGLIA'S NEARLY READY FOR ITS TOP COAT"



Installed 1700 Crossflow looks the business. Painted engine bay shows off stunning colour planned for the exterior panels, too.

What was the plan when you started the project?

I chose this car because it was so solid — or so I thought — so the original plan was to just sort out the mechanicals, drop in a 1700 motor, lower it, and fit some nice wheels. I didn't even consider painting it at first.

What changed?

We discovered that the front end was full of rot. From the outside it looked solid, and to be fair the majority of the shell was straight and rust-free, but in the end we had to replace the front wings, inner wings, and the front panel. By the time all this work had been done, I realised I was too far in not to go the whole hog and opt for a full colour change.

What colour will it be?

I had mates knock up various interpretations on spray apps. First it was going to be white, then green, then grey, and then red. That was until Nathan, a paint sprayer by trade, said he could get custom colours made up through one of his contacts at work — that's when we had this copper bronze mixed up. The engine bay has already been sprayed and you can see the colour the whole car will be eventually.

What engine is it running?

A 1700cc Crossflow, of course! This one's producing an estimated 130 bhp thanks to a selection of upgrades including fast road cam, a pair of twin 40Webers, and full

Sportex exhaust system. This one was already built and ready to go — and came up at the right price.

That gearbox tunnel looks a little large, what transmission are you using?

The gearbox is a Type E from an Escort RS2000, but with Quaife straight-cut gears installed. Initially, we weren't going to go so big with the tunnel, but when we thought about we decided it made sense to futureproof the shell. At least now if I ever want to fit a Type-9, or even a T5 'box, there'll be plenty of room.

Are you going for a stripped out interior?

No, definitely not! It may have a half cage that you can see in there but this is going to be as comfortable as I can make it. I've already got a pair of leather Recaros from a Sapphire Cossie — in fact, my mate Mark has already fabricated all the mounting points — and the door cards and the rest of the interior will be trimmed to match. We've already got a dash pod and mounted additional gauges — volts, water temp, oil pressure, and rev counter — too, and this along with both the dash and glovebox lid has already been sprayed body colour. The original speedo has also been touched up so that it matches the new gauges with a bright red needle — it's the little touches that bring the whole thing together.

What else has been done so far?

A lot of the work has been underneath — and replacing that rotten front end! On the underside there's now a new crossmember kit including adjustable TCAs, Escort 1600 Sport uprights that have been converted to coil-overs, 1600 Sport brakes, the RS2000 gearbox, a custom propshaft, 1.5 inch lowering blocks, anti-tramp bars, and Gaz adjustable dampers at the rear.

What's the next step in the project?

Sort the bodywork out. We've got a bit more rubbing down to do, but it's very nearly ready for its topcoat. Then it will be a case of building it back up and sorting the electrics — I'm not looking forward to that bit, it's already had a new loom from the headlights back to the bulkhead and I've got a horrible feeling the rest of it will all be made up new as we go along, too.

Who has been helping out with the project?

I've had a lot of help from my mates. Chris Kitching has sorted all the panelwork, Mark Sargeant from Ford Parts R Us (07446 487799) has done a lot of the fab work, and Nathan Baker is doing all the bodywork. But basically we all chip in and help out with each other's projects.

What's the plan once it's finished?

I'm going to thrash it! I can't wait to get behind the wheel. It'll be a weekend and summer toy, but I'll definitely not be afraid to put my foot down in it!



Maddadash replica will be fitted. Note bigger tunnel for Type E gearbox and planned Type-9 five-speed swap at a later date.



Caged interior, but it will be fully trimmed for the (fast) road.



Paul's mate, Nathan (right) is taking care of the paintwork.



Paul's had plenty of help from friends and family with the build. He's going to be doing a lot of passenger rides when it's done!



Battery moved to the boot, to make room for twin Webbers.



Saph Cossie seats going in.

FRONTEND

YOUR EYE ON THE WORLDWIDE CLASSIC FORD SCENE



THE INTERNATIONAL FORD SHOW

UNDER COVER!

New international indoor Ford event for 2016 revealed



Expect plenty of demonstrations.



Event will showcase standard and modified Fords.

If you're a long-standing show-goer, then one event you'll have realised has been lacking in the European classic Ford scene for some years is a decent indoor event.

All that's about to change, as 2016 see the launch of a brand-new event at Sandown Park Racecourse in Esher, Surrey — The International Ford Show. Organised by the publishers of Classic Ford and sister title, Fast Ford, and taking place over the weekend of April 30-May 1, it will make full use of the two main exhibition halls at Sandown Park — a superb venue that's perfect for indoor car shows (if you've ever been to the VolksWorld Show there, you'll know why).

On show

The International Ford Show will be all about the show cars — we'll be inviting the finest classic Fords that Europe has to offer, both new and established builds, plus the clubs will be nominating only their finest members' cars. Also expect superb trade stands, plenty of demos and one or two surprises over the weekend.

The classic Ford show has been crying out for an event like this for a long time, and now it's happening, we can't wait. Advance tickets are on sale now for just £10 per day.

See you and your classic Ford at Sandown Park in 2016!

THE FACTS

When:

Saturday and Sunday, April 30-May 1, 2016

Where:

Sandown Park Racecourse, Esher KT10 9AJ, UK

How much:

£10 per day (in advance), kids under 14 free

Tickets available from:

www.theinternationalfordshow.com

IT'S (NEARLY) CHRISTMAS!

Stuck for what to buy your classic Ford-loving better half for Christmas? Afraid the in-laws will buy you yet another useless ornament for the garden you never go in? Then may we recommend a VIP Car Show Voucher for one of our events?

The limited-edition voucher is priced at just £20 and includes entry to any one of our car shows — including the new International



Ford Show, Classic Ford Show, Ford Fair and FordFest — and includes special VIP parking and a VIP goodie bag with t-shirt and stickers. Each voucher will feature a unique redemption

code which the recipient can use on any one of our sites to claim their tickets — order yours now from any of the show websites including www.classicfordshow.co.uk.



EAT MY DUST

Racing in the St Mary's Trophy event at the Goodwood Revival is always fast and frantic – this year's even more so. Here nine-times Le Mans winner, Tom Kristensen slides the Alan Mann

Racing-entered '64 Fairlane from the back of the grid to first place in the Saturday race. AMR's Henry Mann won the Sunday race in the same car — see www.alanmann.co.uk. **Photo** Scott Dennis

IMAGE
OF THE
MONTH

A RIGHT PAIR

Ultimate Anglia and matching Transit now on the market

Want to own possibly the most radical, road-going Anglia 105E ever built? Incredibly, after taking over five years to build, Ray Gimbert is putting his spaceframed, Cosworth Anglia, along with its matching Mk1 Transit transporter, up for sale to help fund a new project.

Built with almost no-expense spared, the fully-spaceframed 105E was finally finished earlier this Summer (and featured in the September 2015 edition), running a full-house Harvey Gibbs Cosworth YB with bespoke running gear more than man enough to cope, it



They're up for grabs. The Fords, not Ray...

is, perhaps, the ultimate classic Ford for many. Also part of the sale is Ray's infamous and exquisitely-finished, matching Transit.

If you are seriously (we mean it) interested in buying the pair, then Ray can be contacted on 07785 278445.

RUSTY CORNER

It's never pleasant seeing a classic Ford return to the earth, and this find sent in by Andy Hughes is particularly sad:

"I first came across this in the 1990s," says Andy. "It's in the woods on the A21 between Johns Cross and Robertsbridge in East Sussex. It's a brown Mk4 Cortina Estate, and God knows how it got there — maybe it left the road and was never recovered."

Spotted an unloved Ford on your travels? Email photos and details to classicford.ed@keley.co.uk or write to us at the address on page 5.



Use Your Vote

The end of the year is getting closer — it must be Classic Ford OfThe Year time!

The nominees for 2015 have just been announced, and you can find out which 12 cars we've shortlisted this year on page 68. The winner will be announced in our Classic Ford Awards special in the January 2016 issue of the magazine — in the shops on December 4, 2015.

How to vote

Turn to page 68 and cast your eyes over the 12



truly stunning nominees, select your favourite, then cast your vote using our online poll — go to www.classicfordmag.co.uk and follow the link.

FAB STUFF

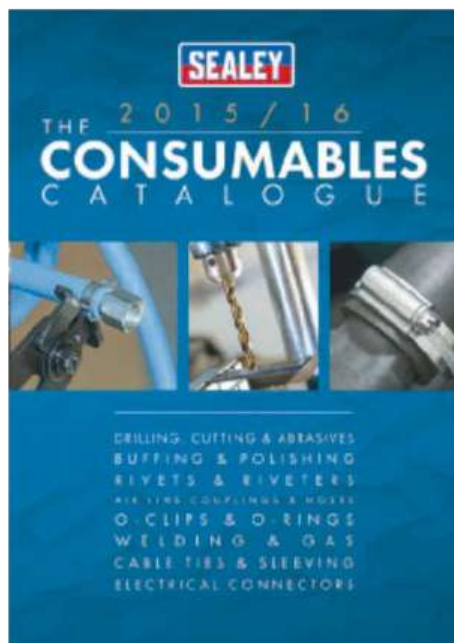
Forge offer bespoke fabrication

Want something bespoke made from alloy for your next project? Try Forge Motorsport. Working from the latest Solidworks 3D CAD software, or even a rough sketch, their fabricators can produce anything as one-off - whether it be a set of titanium wheelnuts or any type of custom fuel, header or catch tank, anything can be fabricated precisely to the customer's drawings.

Although the mainstay of Forge's output is CNC-machined production items, there also exists a small but talented team of fabricators that can crate literally anything. Give Forge Motorsport a call on 01452 380999 or go to www.forgemotorsport.co.uk.



You tell 'em, and they make it.



New handy Consumables catalogue from Sealey

If you're planning to spend the winter months in the garage, then make sure you grab a copy of Sealey's new Consumables catalogue. Featuring all the small bits and pieces you need to crack on with your project, the catalogue features drill bits, abrasives, electrical terminals, rivets, hose clips and more, many available in assorted box sets, so you've always got the size you need on hand.

The 40-page catalogue is free, and you can order your copy via www.sealey.co.uk or call them on 01284 757500.



Where to go in November

Footman James Classic Vehicle Resto Show

When: Saturday and Sunday, November 7-8

Where: Bath & West Showground, Shepton Mallet BA4 6QN, UK

What's going on: With its array of club stands and displays, the Footman James Classic Vehicle Restoration Show's 15th running looks set to be a superb weekend. Feast your eyes on superbly-restored machines, fascinating projects and also head home with all manner of parts, pieces and tools as traders, autojumlbers and professional restorers make the halls of the Bath & West their home for the weekend. Tickets are £8 per day in advance with kids under 16 going free.

Find out more: www.carsandevents.com

COMING UP

What's inside the December 2015 issue?

The winter months may be short on shows, but there is one benefit: more time down in the garage. To celebrate this period when project activity goes through the roof, the December issue features our now-annual Readers Projects Special, highlighting your classic Ford rebuilds and restorations — from all over the world. As well as awesome projects, we'll be probing the pros for their tips and tricks to finishing a project without pain, putting together some top-notch how-to guides and not forgetting, of course, the all-important standard and modified feature cars.

The December 2015 issue of Classic Ford hits the newsagents' shelves and is available to download from Friday, November 6. Why not subscribe to make sure you don't miss it? Check out our latest offers on page 100.



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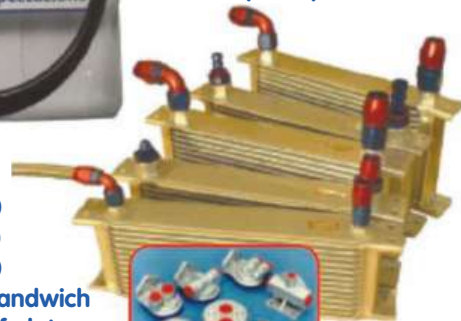
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Callipers.....£120.00

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Fiesta Mk1 + Mk2 + Mk3 doors from	£30 each
Escort Mk3 + Mk4 doors from	£40 each
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Escort Mk3 + Mk4 tailgate from	£40 each
Fiesta Mk1 + Mk2 + Mk3 tailgate from	£40 each
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MkII Escort tarmac arches	£85 set
MkII Mexico style front spoilers	£45
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The classic Mk1 look!



Winston Sewell is a Pod regular with his Mk5.



You missed a bit.



Superb Transit Clubmobile was a German-market model but there are now a couple in the UK.



RS500 of Paul Linfoot is the business.



Nik Plant's Escort shows us how it's done.



FOR THE LOVE OF FORD

Brand-new for 2015, FordFest brought together classic and modern Blue Ovals at Santa Pod for a strip showdown. It was a huge success.

Words Simon Woolley Photos Matthew Dear, Pawel Borowski

It's official: we're on a mission to extend the Ford show season. With the main Blue Oval shows typically coming to a halt after Ford Fair in August, here in the UK we were often left feeling at a loose end for the rest of the summer months. Now that's all changed.

First announced at the end of last year, when we said we were putting on a new event at Santa Pod in September, there was a mixed reaction. But this wasn't going to be simply another Classic Ford Show — from the outset FordFest was about bringing the classic and modern Ford together — and then pitting one side against the other on the dragstrip and handling course.

The clubs bought into the idea almost from the word go, with 1700 cars filling the club

areas on the day, and helping to make the inaugural running of this event feel like it was already an established show. Adrian Flux's Fluxbabs had the challenging task of choosing the Best Club Stand winner, and that accolade went to Fenland Old Skool Ford with their awesome showing of fast Fords from yesteryear.

FordFest has gone down so well that it will definitely be back in September 2016. If you can't wait that long, there's a new indoor Ford show coming in the Spring — turn to page 16 to find out more.

CONTACT

www.fordfestshow.co.uk

FORDFEST 2015



Hell, yes.



Perfect!



Andy Mitchell's Cortina is now running a big-bore Crossflow.



50 Of The Best

When we found out we were sharing stand space with Fast Ford, we weren't best pleased so immediately set out to out-do them with 50 of the best classic Fords currently on the scene. From Dave Baldry's classic South London-look Mk1 Escort (above) to Paul Chapman's stunning Mk1 Lotus and Colin Ginn's Saxon Cortina (below) the best the UK has to offer were brought together in a show of strength. No guesses as to which side of the stand brought in the most crowds.

The Challenge

America and Japan call it gymkhana, in the UK and Ireland it's known as autotest, but at FordFest we call it The Challenge. The format is simple: Fords pitted against the clock with a tricky course to navigate. Fastest classic was Jake Swami's Cortina but most entertaining was Nigel Mummary's RS200. The ex-Group B weapon may be majestic on the rally stage, but within the confine's of the Pod's Live Action Arena, the RS something of a handful. Great fun to watch, though!



FordFest brought out some real surprises.



Arched Mk1 Estate was well done.



In memory of Ritt Ketland.



Some front...



Colin Dowling's Mk1 is the archetypal street racer.

The Face Off

What's a quicker: a modified classic or a modified modern? FordFest aimed to find the answer by splitting Santa Pod's quarter-mile-long pair of lanes into pre and post-1990, in a new-versus-old Ford strip showdown — not seen since we had a dragstrip shootout with sister title, Fast Ford way back in 1999. The classics won the fight back then, and suffice to say, 16 years on we did it again. Same time next year then, chaps?



Go on, son.





Time Attack!



Cortina GT runs a hot Harris motor.



Clean and simple.



Come on Escort, there's a reputation to uphold!



LIKE YOUR VAN!



Peter Lee

Spec: Mk1 Transit Michelin factory ambulance, 2-litre V4, stretchers

Chat: As head honcho of the Transit Van Club, if anyone is going to turn up a rare commercial, it's Peter, but even he surprised himself with this one. Used until 2001 by Michelin at their tyre factory in Ballymena, the ambulance has covered just 5500 miles and retains all of its fixtures including a full complement of stretchers. It's an amazing find, and we can't see it leaving Peter's care any time soon.



This tiger's really smokin...



FORDFEST 2015



LIKE YOUR CAR!

Rob Amat

Spec: Mk3 Escort Estate, 2-litre Zetec, bike carbs, three-door rims

Chat: Proudly displayed on the Scorted club stand, Rob's wagon is a rare beast these days, but his well-modified example isn't about to disappear in a cloud of rust as it's absolutely mint — even underneath. Running a Zetec on bike carbs, and utilising a modified ST170 manifold and system, it's no slouch ether, so hiding behind those polished Cossie rims are Series 2 RS Turbo brakes. We like this car. A lot.



Arched and ready.



We think we can guess the outcome of this one.



Classic sleeper: Anglia runs a hot Pinto.



Great to see this former feature van on show.



Is it broke, mate?



Champions: Fenland Old Skool Ford.

FordFest: the winners

Best Club Stand

Fenland Old Skool Ford

Show And Shine

Mark Rogers, Mk3 Cortina GT

The Challenge winner (pre-1990) –

Jake Swami, Cortina

The Challenge winner (post-1990) –

Chris Greenwood, Focus ST

Mk3 Escort Estate is a great mix of different styles.



Banded steels and Cosworth power for this Mk2.



Mark Rogers' rare, lovely GT won the Show And Shine.



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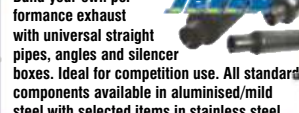
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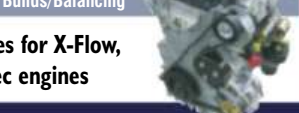
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MK1 FIESTA

TWO DOWN

It takes something special for a car to warrant two features in Classic Ford, and there's no doubting Steve Dowling's recently rear-wheel-drive-converted Mk1 Fiesta fits the bill to tee!

Words Jamie Arkle **Photos** Mitch Pashavair





Repeat feature cars are funny things, particularly as when most normal people finish a project and have it featured in a magazine they consider it job done, case closed and project over. Repeat feature cars do happen though, and when they do, they tend to display all that's great about the classic Ford community in this country; ingenuity, skill and, let's be honest, downright bloody mindedness.

Steve Dowling fits the bill to a tee, and this Mk1 Fiesta previously graced these pages with a full feature back in 2010. Back then it was a radically different car, yet still one that pointed the way ahead for the then burgeoning Mk1 Fiesta scene. It featured a hot Focus ST170

engine (a much more expensive option half a decade ago), Vista Orange paint, custom suspension and wide, deep-dish alloys — all things that are a fairly common sight on Mk1 Fiestas today. So, why are we giving Steve another go at this feature malarkey? Well the simple answer is that he's completely re-engineered this car since you first clapped eyes on it five years ago, and we mean that in the truest sense of the term.

Done not dusted

"To tell the truth I thought the car was pretty much finished after the photoshoot, and I very nearly sold it to buy an Anglia project," Steve recalls. "I decided to take the car to one last show

as a kind of final fling, and while at Lydden Hill I bumped into Marc Griffin, a rallycross competitor with a rear-wheel-drive Mk1 Fiesta."

Most of you can probably see where this is heading, but for those of you still plodding along at the back we'll highlight and make everything clear; this Fiesta is now rear-wheel-drive. Some elements from the original car are still present and correct — that ST170 lump being a case in point — but the vast majority of the shell was chopped about, carefully cut and painstakingly re-welded, and all in an attempt to build not just a rear-drive Fiesta, but a staggeringly low one as well. →





The ST170 engine used to be mounted transversely, but Steve neatly constructed chassis rails to help mount it inline.



Throttle bodies now courtesy of a Toyota 4-AGE motor.



Adjustable pulleys needed to time in the Piper cams.



MCR arches cover rare 13 inch Mamba Solar split-rims.

"When me, my dad and my brother set about redoing the car, we sat down and offered one of the wheels up to the shell," Steve explains. "We placed it at an almost stupidly low height, then decided to design and build the rest of the car around it!"

As with all builds like this, there came a point where Steve had to take a plasma grinder to his pride and joy, an experience you might term 'galling' if you feel charitable, downright terrifying if you don't. Steve had already decided that a Type-9 gearbox and English axle would

form the backbone of his project, though actually getting these totally alien components to fit underneath the resolutely front-wheel-drive Fiesta took many hours and many long nights in the garage. The most drastic aspect of this whole build probably involved the creation of brand-new chassis rails from box-section steel. Steve cites this as massively tricky, particularly as he and his dad made sure to blend the new steel into the remnants of the factory legs to preserve as much of the original engine bay 'look' as possible.

Back to front

Clearly the rear end was going to take a considerable amount of work too, if it was to ever house an English axle and the four-link setup that Steve planned, and, much like the front, he achieved it by simply getting stuck in and making it all work.

"We actually had to do that three times over," recalls Steve. "We'd hack loads of steel away in order to create enough space for the diff recess, the prop and four-link set-up, lower it all down, then find that there simply wasn't enough clearance for it all to work within the confines of the shell."

The result of months of bodywork was a radically re-engineered Fiesta shell, one that looked very much like a Mk2 Escort at the front (with a Mk3 Capri crossmember thrown in for good measure), but with plenty of Fiesta still left at the back.

Propulsion duties are ably handled by the ST170, now turned round 180 degrees, chassis-mounted and given a refresh, some Piper 285 cams, a ported head and a custom, side-exit exhaust system.

"I knew it was good, reliable and power engine — a known quantity — so it made a lot of sense to reuse the ST170 engine. It's still running DTA management with Toyota 4-AGE individual throttle bodies, though I've a set of tapered ones to go on in the near future, so that should help me break through the 200 bhp mark."

Running an almost totally redesigned Fiesta at such a low altitude has thrown up its fair share of issues, with one of the principle niggles being the trailing edge of the rear floorpans. These taper downwards on the Mk1 Fiesta and wouldn't normally be an issue, though on a car this low they sometimes make contact with the ground when the suspension is fully compressed and cause a hell of a racket!

Suffice to say, Steve treats speedbumps with the utmost respect if he's not to clout his chassis and rip off his side-exit exhaust, particularly as this runs perilously close to one of the four link bars.

Some aspects of this build are more familiar and conventional, namely the brake and suspension set-ups. Wilwood four-pots and 254 mm discs ("the largest we could fit under the wheels") can be found at the front, while the rear sports Sierra callipers and Mk1 Fiesta front discs, with all braided lines running through the interior of the car in an effort to stop them from kissing the hard, unforgiving ground. You'll find Gaz coil-over converted uprights at all four corners, the fronts originally intended for a Mk2 Escort and the rears for a Fiesta, plus a Panhard rod and a full set of polybushes.

rear-drive hatch

**STREET
HEROES**



**"RUNNING A
REDESIGNED FIESTA
AT SUCH A LOW
ALTITUDE MEANS
STEVE TREATS
SPEED BUMPS WITH
UTMOST RESPECT"**

Rear floorpan needed massive amounts of fabrication work but Steve and family have done a really neat job.



It takes a while for the uninitiated to spot the transmission tunnel. Steve's opted for the full street racer look.



Home-brewed quarter bumpers with Escort indicators.

Spartan probably best describes this Fiesta's interior — there really aren't many factory fixtures and fittings to be found in there at all! This is partly an attempt to save as much weight possible, partly thanks to Steve's desire to best display the pristine orange paintwork that covers every inch of the shell, including the entire interior. What you will find is an imposing Safety Devices roll cage with extra bars added for even more strength, a single Kirkey bucket seat (this really isn't the most sociable of cars), a hydro handbrake for rear-wheel drive heroics and an original Mk1 dash.

Maybe it's just us, but we couldn't own a car like this without taking it to a regular garage. The prospect of seeing a fitter opening the bonnet of this Fiesta and watching his brow furrow in utter confusion would be too good to resist, and, thankfully, Steve feels the same way.

"I actually took it to a local garage for an MoT when my regular tester was away, meaning the boss had to do it," says Steve. "He didn't seem too fazed by the prospect at all and at the end I asked why — it turned out that he didn't even realise it shouldn't be rear-wheel-drive, he just commented on how spotless it was."

Staying put

So there we have it, an early '80s hatchback, one that's gone through several distinct iterations and forms on the way to its current guise, a fully



There's no denying, this is one of the best-looking Fiestas on the scene at the moment.



Turning his Fiesta rear-drive was a big risk for Steve, but one we reckon was more than worth taking.

paid up rear-wheel-drive hooligan of a car. It goes without saying that we asked Steve what he plans to do with the car next, half expecting him to tell us that he's finished and willing to move onto something else, but...

"It's staying with me. It runs well and is largely finished, but there are a few teething troubles to sort before I consider it case-closed. I'm looking to do some more head work and fit an LSD in the back, then it'll finally be done."

Watch this space and watch it closely. **CF**

Tech Spec

Body

1983 Mk1 Fiesta 1100, rear-wheel-drive conversion with floorpan and chassis design based on Marc Griffin's rallycross Fiesta, four-linked rear end with custom differential, exhaust, prop and gearbox recesses, re-engineered front end with re-manufactured and extended chassis rails, chassis-mounted engine, Capri crossmember, MCR arches. Paint: Vista Orange

Engine

Focus ST170 Zetec with factory internals and ported and polished head, Piper 285 cams, Toyota 4-AGE individual throttle bodies on short manifold, Retro Ford Limited four-branch manifold with custom, side-exit exhaust system, DTA management, uprated fuel system with high pressure pump and fuel pressure regulator, silicone hoses, alloy radiator

Transmission

Type 9 five speed gearbox with Rose-jointed quickshift, hydraulic handbrake, custom shortened propshaft, 3.9 differential in English axle casing, custom mounts

Suspension

Front: Escort Mk2 uprights with Gaz coil-over conversion, Alachi compression struts and TCAs, polybushes, painted lower arms, strut brace

Rear: Mk1 Fiesta uprights with Gaz coil-over conversion, four-link set-up, polybushes, Panhard rod

Brakes

Front: Wilwood four-pot calipers with aftermarket pads, 254 mm discs

Rear: Sierra calipers, aftermarket pads, Mk1 Fiesta front discs. Braided lines running inside car

Wheels And Tyres

Front: 8.5x13 inch Mamba Solar alloys with 195/45R13 Continental tyres

Rear: 9x13 inch Mamba Solar alloys with 195/45R13 Continental tyres

Interior

Kirkey bucket seat with multi-point harnesses and harness bar, race wheel, fire suppression, Mk1 Fiesta dashboard, rear mounted fuel cell with pumps, Safety Devices roll cage with added bars

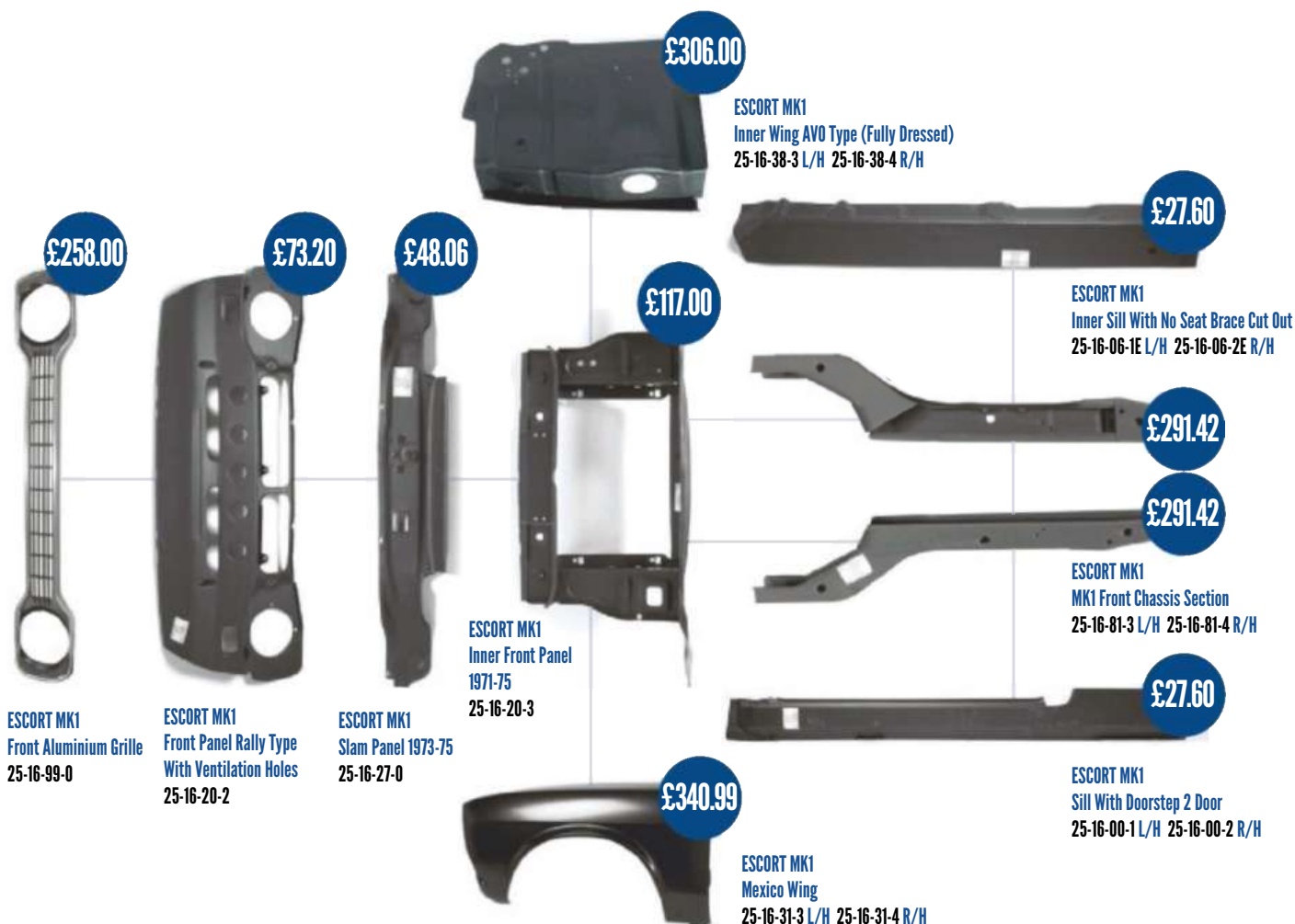
Thanks

My girlfriend Kirsty for all her support, my daughter Emily, and my dad and brother for helping out with the build throughout

"I WANT TO DO SOME MORE WORK TO THE HEAD AND FIT AN LSD, THEN IT'LL FINALLY BE DONE"



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MK3 CAPRI

True Grit

Few things get the heart pumping like a thumping great V8, and a Capri with a thumping great V8 is about as good as it gets for the classic Ford faithful!

Words Jamie Arkle **Photos** Mitch Pashavair



Peaches and cream, fish and chips, lager and lime, Chas and Dave, drum and bass. Some things just go so well together that pairing them is just a given, so well in fact that not introducing them to each other is pretty much a crime, certainly a massive oversight.

It's a similar story with certain cars in the Ford range and the modifications that their respective owners opt to carry out, for example, can you imagine a Mk2 Escort rally car without Minilites? Then there's the daddy, the one that Ford of Europe managed to omit and owners have been trying to rectify for almost four decades — the V8 Capri. Here, Ford never bothered to offer an eight-pot Capri, meaning that we had to make do with the Essex and Cologne V6s — great engines of course, but not quite up there with the cache and creditability of an all-singing, all-dancing yank V8.

This means that the car you see here is by no means the first V8-shod Mk3 to have graced the pages of Classic Ford, but it's certainly one of the

best-realised. Owned and built by Brett Pidgeon, it started off life as a humble LS, complete with a pensionable 1.6 Pinto powering the rear wheels, and more than a few hidden rot spots. It was hardly the most auspicious of starting points.

Long game

"It was actually my mum's car and I've owned it continuously from the age of 17," Brett explains. "Obviously it's been through loads of changes over the last few decades and a fair few different engines; first a 2-litre Pinto, then a slightly ropey V8, now this 383cu.in small-block."

Yes, this Capri runs a GM powerplant, one that's devastatingly effective and deafeningly loud! Getting into place took a huge amount of effort though, and the catalyst for it being there in the first place was actually terrifying accident that very nearly ended this story before it'd even properly begun.

"About 10 years ago I was convoying to Ford Fair with my mate. He was following behind in a

his Sapphire Cosworth when he lost control, smashed into me and we veered into the central reservation," recalls Brett. "Both the cars were very nearly a write-off and I thought seriously about cutting my losses — it was certainly the lowest point of the whole build."

Brett could've been forgiven for throwing in the towel at this point, but he didn't. In fact this, the lowest ebb, served as the catalyst for something bigger and much better. Helped along by his good friend, Trevor, a car bodywork expert with a keen eye for detail, Brett started a full-on, ground-up restoration, one that eventually resulted in the roof panel being the only original one left on the car. Along the way the chassis was stitch welded, all exposed drivetrain and suspension parts were cleaned and painted, and the old lump was hauled out and sold on. The engine bay was then strengthened, braced and painted, while the transmission tunnel was heavily modified and widened in order to comfortably house the new gearbox. →

"THE CAPRI WAS NEARLY WRITTEN OFF 10 YEARS AGO — THAT WAS CERTAINLY THE LOWEST POINT OF THE WHOLE BUILD"





"IT'S SURPRISINGLY SEDATE TO DRIVE ON A DAILY BASIS, BUT WHEN YOU PUSH ON, IT DOES SOUND LIKE ALL HELL'S BREAKING LOOSE"



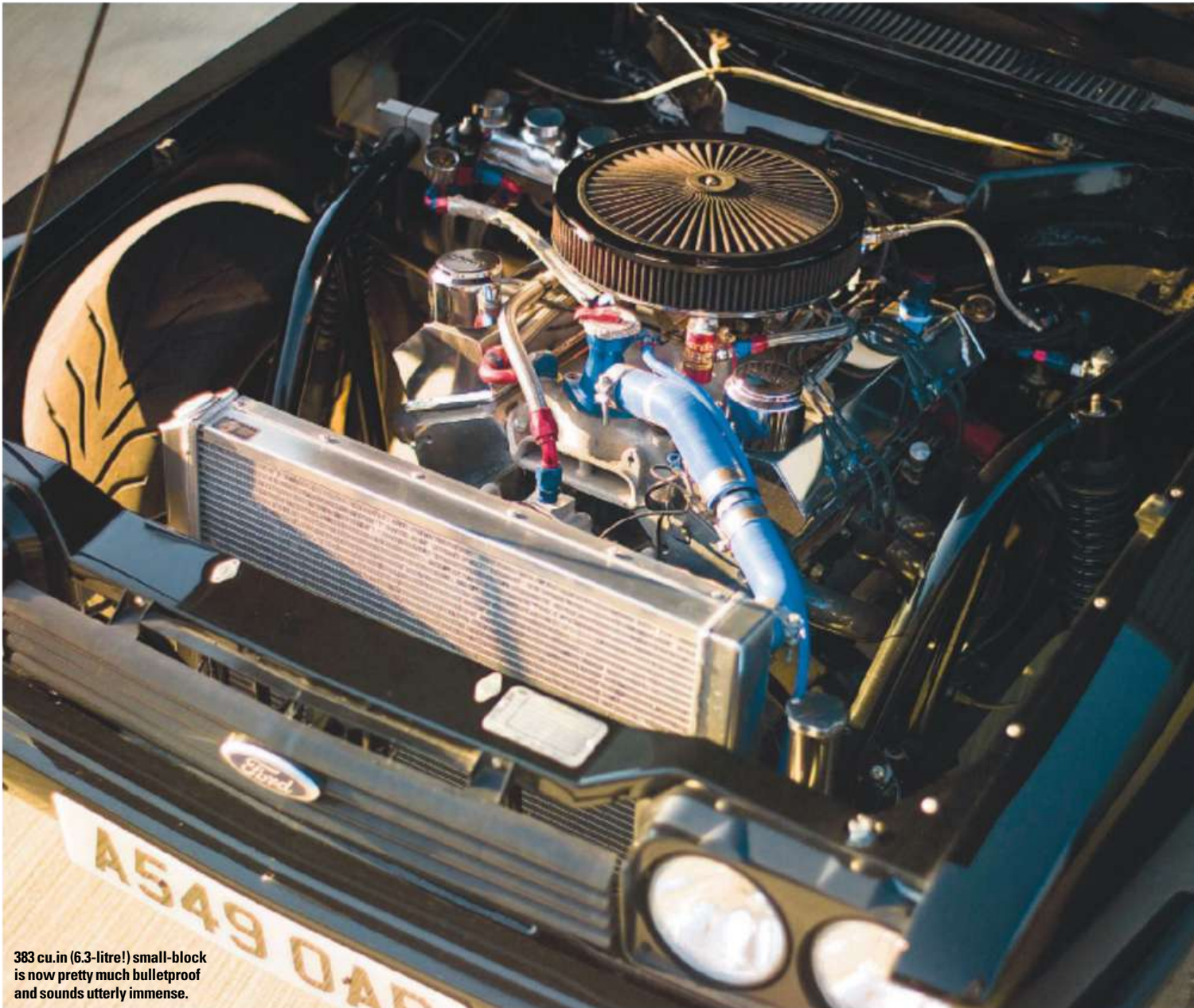
Fully-trimmed interior installed around a weld-in roll cage. Seats are from a Mk3 RS-kitted Granada.

Resurrection

No stone was left unturned when it came to resurrecting this Capri, and Brett and Trevor went to great lengths to ensure that the new engine, a 383ci was properly prepared and primed to deliver truly amazing power. A steel crank, forged H-beam rods and pistons now reside in the block, while up top you'll find an Edelbrock inlet manifold, high-lift cam, intake large enough to get lost in and a suitably-aggressive exhaust system. It might've been built by the boys over at GM, but there's no doubting that this is a truly special engine, more than suited to its Blue Oval home.

Part of the appeal of an engine like a V8 is the pure theatre and spectacle that comes with it; the sight of a nicely-prepared four-pot nestled between those long wings is one thing, but the noise of a heavily-tuned V8 with an angry tickover truly is very special indeed – reason enough for Brett to go to all this trouble.

"It's surprisingly sedate to drive on a daily basis, certainly once you're in sixth gear and cruising along. When you floor it and push on it



383 cu.in (6.3-litre!) small-block is now pretty much bulletproof and sounds utterly immense.

does sound like all hell's breaking loose though," Brett admits with a grin.

Six-shooter

That power was originally routed through an auto 'box; a set-up that lasted for a number of years before Brett tired of its slightly sluggish cog-swapping characteristics and instead plumped for the ZF S650 six-speed that's currently bolted to the small-block. That feeds to a suitably beefy Mustang axle with Moser shafts, a Tru Trac LSD and a snazzy billet diff carrier. Not only is this tough set-up more than capable of dealing with the unstressed 320 bhp (plus 150 bhp shot of NOS) generated by the V8 a few meters further up the road, it looks genuinely stunning; a real work of art.

Even the most ardent of Capri fans will admit that, in factory form at least, the Mk3 Capri was hardly a pin-point handler. Changing all this was one of Brett's paramount concerns and a quick look at the spec will show you that he really hasn't messed around in this respect. Now sprung on Gaz Gold coil-overs at all four →



Front end now semi-spaceframed and fully adjustable.



16 inch Image splits wear Toyo road-legal track tyres.



Mk1 dash installed along with trick Speed Hut gauges.



Incredibly, Brett's owned this Capri since he was 17.



"I'VE DRIVEN THE CAPRI AROUND THE NÜRBURGRING AND I'M AMAZED AT HOW WELL IT HANDLES AND STOPS"

corners, this is one Capri that really can exploit all that power when being pushed through challenging bends. The keen-eyed among you will also no doubt have noted that Brett's gone all out, opting to fit Rose-jointed TCAs at the front, alloy hubs all round, a five-linked rear end, and in an attempt to comfortably house those 9x16 Image split-rims, mini tubs.

"I've taken the car out on a number of tracks, Silverstone at Ford Fair and a trip to the Nürburgring being the most notable, and have always been amazed by how well it handles and stops," explains Brett. "The Nürburgring was a bit of a scary experience in a Capri though, particularly as I'd never driven it in real life or on any kind of computer game!"

Brett readily admits that in its first incarnation this car was far from perfect. Yes it ran a V8 and ran well, but there were a few rough edges and a couple of niggling faults that prevented it from being the show-stopping Capri it always threatened to be. All of these issues were well and truly resolved during the restoration and the car is now pretty much perfect, the ideal cruiser with pristine paint, rock-solid bodywork and an interior plush enough to make a Rolls Royce

owner green with envy. Want proof? Just take a look at the Speed Hut electronic speedo with GPS sender, acres of pristine leather, customised Mk1 Capri dash and weld-in roll cage.

"I wouldn't want to do it unless I had to as it's an old car nowadays and one I like to enjoy driving, but you genuinely could commute in it without feeling out of place or stressed out — it's that comfy and capable."

More muscle

The Capri has spent its whole life being compared to its US sibling, the Mustang, often coming off as something of a poor relation thanks to its smaller-capacity range of engines. Brett has well and truly re-addressed the balance by building this car, a truly amazing Capri that can mix it with the great and the good of the US muscle car world and, more often than not, emerge on top.

Going further, even if Ford had opted to fit some kind of eight-pot monster to the Mk3 at the time of launch you can guarantee the resulting car wouldn't have been as well realised and as loving put together as this car. It is, in essence, the ultimate European muscle car. **CF**



Despite the balls-out power, Brett reckons he could easily commute in the Capri if he wanted to.

Tech Spec

Body

Mk3 Capri LS with tubbed rear arches, modified transmission tunnel and prop recess, front chassis rails replaced with box section, removable one piece front wings and front panel, inner wings removed, suspension mounting points relocated, deleted side moldings and door locks.

Paint: taxi black

Engine

383cu.in GM small-block with steel crank, H-beam rods and forged pistons, roller valvetrain, high-lift cam, Dart Pro 1 heads, alloy rocker covers, Edelbrock inlet manifold, Hayward and Scott exhaust manifold and system, Milden sump with high pressure and volume oil pump, high volume water pump, Be Cool alloy radiator, custom fan set-up with twin 12 inch fans, silicone hoses, Aeromotive 1000 fuel pump and FPR, Holley blue top pump and regulator for NOS system, plumbed-in NOS system with bottle and heater, braided fuel and NOS lines, MSD billet distributor, coil, multi-step retard and 6AL ignition

Transmission

ZF S650 six-speed with competition clutch and hydraulic throw out twin-plate bearing, custom one-piece propshaft, 8 inch Mustang axle with Moser race shafts, billet diff housing, Tru Trac LSD in narrowed casing

Suspension

Gaz Gold coil-overs all round, Rose-jointed TCAs, fully adjustable front end, polybushed rear end, alloy hubs, five-link rear set-up, front and rear ARBs

Brakes

Front: Hi Spec four-pot callipers, 330 mm discs, aftermarket pads, braided lines

Rear: Wilwood four-pot callipers, Sierra discs, Lokar handbrake cables

Wheels And Tyres

8x16 inch (front) and 9x16 inch (rear) Image three-piece split rims, Toyo Proxes R888 tyres

Interior

Weld in multi-point roll cage, Granada RS Recaro front seats, Simpson five-point harnesses, Mk1 Capri dash restored and modified to fit, custom centre console, billet switches, Speed Hut electronic speedo with GPS sender, 5in tachometer with oil pressure, shift light, fuel, volt and water temp gauges

Thanks

My mate Trevor for tackling the bodywork and pretty much building the car with me, my mate Jay for helping out with the mechanical stuff, Carl at Carltrim (07810 733401, www.carltrim.co.uk), my mates Mike and Brian, Peter from Wiring Solutions, Jeff Bull Race Engines (01787 227789, <http://jeffbullraceengines.mfbiz.com>) and my wife, Steph



Top 10 Street Hero mods

You've got the hot engine, now you need the right mods to give you the street racer look.

10 Roll Cage

How much: £450
How hard: ★★★

Street hero means as many race car touches as possible — like filling the interior with a climbing frame. You can go big budget with as many points — where the bars meet the body — as you want which will make a super-stiff structure but

the problem is where do you stop? Just a rear cage and diagonal makes it simple, meaning you can add to it later — doing it properly though, dictates CDS and super-neat TiG welding.

Contacts: Custom Cages, 01327 872855, www.customcages.co.uk; Safety Devices, 01638 713606, www.safetydevices.com



9 External Oil Cooler

How much: £35-250
How hard: ★★

Race car oil gets hot so a cooler's essential and the best place is right in the maximum effective airflow space — like the front of the car. Integrating a cooler into, or in place of, the grille has been popular way before it was

the Japanese thing to do with massive braided hoses. The thing is, they don't have to work just look good and, as usual, a big one gives you greater street hero status.

Contacts: Speedflow, 01934 864310, <http://speedflow.co.uk>; Think Automotive, 020 8568 1172, www.thinkauto.com

8 Fat Minilites

How much: £300-£1500
How hard: ★

To be honest they can be any motorsport-orientated wheel, but the traditional classic Ford street racer look is slammed with deep-dish Minilites and often wide arches, too. You need fat wheels for fat

tyres and extra grip to put all that power down to the Tarmac! Coupled with sticky low profile rubber, wheels are the one statement that makes a car — get it right and you're onto a winner.

Contacts: MiniliteWheels, 01952 620215, <http://minilite.co.uk>; Compomotive, 01952 850618, www.comp.co.uk



7 Drop The Suspension

How much: £40-upwards
How hard: ★★★

A classic Ford street hero usually has a healthy dose of lowering to get it looking like a Tarmac-hugging race car. There are many ways to do this, depending on your car's suspension system, but the proper way is with purpose-made lowering springs for the struts, while at the back, most classic Fords use leaf springs, which involves fitting lowering blocks. For proper control it's a good idea to fit adjustable dampers, too.

Contact: GAZ Shocks, 01268 724585, www.gazshocks.com



6 No front bumper

How much: £free
How hard: ★

Want a dead easy classic street hero look — take the bumpers off! Or fit quarter bumpers instead. Yes it's a look but the main reason's weight loss — bumpers can weigh loads — take them off and you might just go that tad quicker. Mostly, this mod will work out the best part of free — unless of course the bodywork behind the bumper needs sorting, too. Dead easy to remove, and if they're in good nick, you can sell them.

Contacts: Harrington Group (quarter bumpers), 0121 2881250, www.groupharrington.com



5 Race Car Graphics

How much: £200-upwards

How hard: ★★★

A street hero emulates a race car so it really needs race car graphics — circuit or drag race — but it must say quick! A bit over-done now is to do the classic race team theme — Lotus or Gulf colours — but you could just as easily recreate a gasser look or indeed Salt Flats racing, too. Easily (and relatively cheaply) achievable with vinyl, the most expensive way to do it is using proper paint but it's all spreading the word — giving your car cred. **Contact:** DMB Graphics, 07887 802726, www.dmb.uk.com



Supercharger!

How much: £2000

How hard: ★★★★★

This maybe a bit extreme, but then we like extreme! It really only works on a big V8-engined car but there's nothing more menacing than see a big-old 6-71 smashing through the bonnet of a muscle-inspired street racer. You might have to keep the belts covered for legal reasons and there's always the question of obstructing your vision, but the sight and whine of a belt-driven blower would make anyone think twice!

Contacts: TTS Performance, www.tts-performance.co.uk



3 Dash-mounted tach

How much: £75-250

How hard: ★★

Probably more '60s inspired, a big, chrome tachometer mounted right in your eyesight on top of the dash is an essential piece of kit. You can see it from the outside of course, so the best is a proper vintage

side-sweep instrument from Dixco or Stewart Warner, or a rotating piece of gorgeousness from Sun, although Autometer and Moroso tachos are acceptable on more modern cars.

Contacts: Burton Power, 020 8518 9127, www.burtonpower.com; Real Steel, 01895 440505, www.realsteel.co.uk

2 Bonnet pins or Dzus fasteners

How much: £20-100

How hard: ★

Bonnet pins are more traditional and are associated with British circuit racing, but they have now superseded by the more modern and flush AeroCatch fittings. They make plenty of sense because you will have removed the bonnet catch to allow quick access to your engine via your glass fibre bonnet! Dzus fasteners take more time to release — you need a screwdriver — but as pukka aircraft fittings they arguably carry more cred.

Contacts: AeroCatch, 01803 868677, www.aerocatch.com



1 Composite panels

How much: £200

How hard: ★★★

Lose weight and you go faster — you can't argue with that! One of the traditional ways is replacing sheet steel with lightweight glass fibre or now, carbon fibre/Kevlar. A super-trick '60s street racer mod is to make the whole front

one-piece so it's quickly removable or flips forward. If the panels are available to do this, great but it's usually a DIY job.

Contacts: Old Ford Auto Services, 01344 422731, www.oldfordautos.co.uk; Smith & Deakin, 01905 458886, www.smithanddeakin.co.uk; Carbon Nuts, www.carbonnuts.co.uk



MK2 ESCORT

ONE MAN BANNED

Losing his licence did have one benefit for Roland Mansfield — it gave him the impetus to do something with the Mk2 Escort he'd had lying at the back of the garage. This is the awesome result.

Words Dan Furr
Photos Dan Sherwood



"I'd be lying if I said that I wasn't gutted," sighs classic Ford fan, Roland Mansfield, when we quiz him with regard to the driving offence that led to his enforced six-month absence from the nation's highways. "I have a lifelong love of Blue Ovals, but I'm equally at home in the cockpit of a performance BMW. It was the latter that got me into trouble with my local law enforcement agency," he groans.

Roland's lead-footed efforts were rewarded with a hefty fine and the confiscation of his driving licence, yet the industrious Mr Mansfield spotted a silver lining in the dark cloud that loomed large above his head. "I was in possession

of a 1.1-litre Mk2 Escort that had been collecting dust at the back of my workshop," explains the self-employed, Cambridgeshire-based mechanic (07931 205061). "I reasoned that I could strip and rebuild the car to my own specification with a target completion date of the day that I was due to get my licence back. Consequently, I drew up a Ford-shaped plan of action and I began to stockpile all the parts that I needed for my ambitious resto-mod project," he says.

Bargain hunter

Roland first came into contact with his '76 Mk2 back in the summer of 2004. Then a mobile mechanic, he spotted the car languishing at the

side of a customer's house. "I was called out to change the timing belt on a Mk2 Astra," continues the man from March. "The Vauxhall's owner told me that the tatty-looking Escort was his former daily hack, and I was invited to make an offer for it after I'd explained that I was a classic Ford enthusiast," he adds. Indicating something of a bargain, £150 soon changed hands, and the two-door Escort was towed to its new home a short while later.

An initial assessment of the car proved that its apparently neglected exterior hid a rock-solid shell and all original metal. In fact, Roland confirms that his Escort's wings, sills, crossmember and front panel were free of any corrosion, although he →





"YEARS SPENT WORKING ON ALL KINDS OF CARS GAVE ME PLENTY OF TIME TO THINK ABOUT WHAT WOULD AND WOULDN'T WORK AS FAR AS THE MK2 WAS CONCERNED"



Mk2's cabin follows the now-classic street-racer style. Note the custom badge on the suede-rimmed steering wheel...



Konig leather buckets add a touch of class to the interior.



'De-badged' fire extinguisher is mounted within reach.

had to fight through a thick layer of grime to uncover the treasure buried within.

"The car had been left standing for a long time, leading to a build-up of dirt that took a while to shift. I replaced the offside rear wheelarch as a precautionary measure, and I gave the remaining bodywork a thorough clean before I started to weigh up the pros and cons of the different engine and transmission options at my disposal," he tells us.

On the backburner

It was at this point that Roland entered the world of self-employment. Understandably, the pressures of getting his fledgling business off the ground while meeting the financial demands of running his own workshop meant that the Escort project was put on the backburner. Actually, that's something of an understatement; with all of the talented spanner-wielder's time occupied by fixing customer cars, a full nine years would pass until the Mk2 would once again become the focus of his attention!

That's not to say that the fantastic Ford was ever far away from his thoughts. "Years spent repairing four-wheelers of all makes and models gave me plenty of time to think about what would and wouldn't work as far as my project was concerned. Furthermore, exposure to such a wide range of vehicles enabled me to make informed decisions when it came to revisiting the Escort's nuts and bolts," he says.

It was the 16-valve powerplant of a Mk5 RS2000 that would eventually find its way into the Mk2's engine bay. Roland wanted to make good use of the 2-litre lump simply because he



I4 RS2000 swap's been done before, but it's still rare.

had never seen one beneath the bonnet of an old-school Escort! The inline-four was joined by an uprated fuel system comprising a high-flow pump, braided lines and a 12-gallon, rally-spec alloy tank that now sits pretty in the car's boot space. Airflow improvements were introduced in the form of a Pipercross air filter, a 2.3-litre Galaxy inlet manifold and a homemade 2.25-inch stainless steel exhaust system, while additional custom fabrication work delivered a bespoke thermostat housing, coolant pipework, a bulkhead heat shield and throttle cable brackets.

Undertaking what he refers to as a dry build, Roland installed a Type-9 gearbox and a custom propshaft, a quick steering rack and an English axle equipped with a Quaife limited-slip differential in order to ensure that the car was operating as intended before it was stripped back to a bare shell in preparation for a fresh lick of paint.

"It was important to get the mechanical aspect of the build right before diving in with bodywork alterations, although I don't mind telling you that I was gagging to get busy with my spray gun!" he chuckles.

Going green

Demonstrating the fact that he has more than a few strings to his bow, Roland painstakingly smoothed his pride and joy's engine bay. It's a move that has enabled him to carry out an impressive wire tuck, but there's no denying that the car's most eye-catching feature is its flawless coat of Peppermint Green.

Joined by subtle styling updates that include a Mk2 RS2000 boot spoiler, a genuine Mexico front bib, clear indicators and rear light →



Hidden loom means engine bay is superbly clutter-free.



Roland's chuffed to be back behind the wheel.

Being an early, 1976 1100 model, Roland's Mk2 still retains its FORD-badged grille.





"EXHIBITING THE ESCORT AT THE CLASSIC FORD SHOW WAS THE BEST-POSSIBLE START TO ITS NEW LEASE OF LIFE"

clusters, the hot hue was applied by Roland from within the confines of his workshop – a place that also played host to the restoration of a set of genuine X Pack 13-inch rims. Personalised centre caps decorate the wicked wheels, while Wilwood front four-pots with grooved and drilled discs can be seen poking through the iconic multi-spokes. The super stoppers have been bolstered by VW callipers mated to Mk3 Fiesta vented discs at the rear, and a bias pedal box enables fine tuning.

Chassis upgrades continue with the application of Mk3 Capri struts, Bilstein dampers, adjustable track control arms and polybushes. "My intention was to create a show car with a few race-influenced modifications," muses Roland. "I extended the race-ready theme by kitting out the Escort's stripped cabin with a roll cage, a brace of Konig twin-tone leather racing seats and Sparco safety harnesses," he smiles.

Road to show

The finishing touch came with a restoration of the car's original brightwork. Oh, and the return

of Roland's driving license! "I'd been counting the minutes until I had permission to hit the road again, and I was delighted to discover that the day in question fell just before this year's Classic Ford Show. Exhibiting the finished car at the event was the perfect end to the project, while doubling up as the best possible start for my Escort's new lease of life!" he beams.

We're not sure what's more impressive: the fact that Roland has undertaken every aspect of this brilliant build himself, or that he has managed to take a once-disregarded Mk2 and transform it into a showstopper within a six month period that also saw him juggle a hectic work schedule.

Either way, the Peppermint Green beauty that rolled out of his workshop and onto the hallowed ground at Santa Pod is a testament to the amount of skill and dedication that he poured into restoring this classic Ford.

Let's just hope that he steers clear of the boys in blue for long enough to enjoy driving it! **CF**

Tech Spec

Body

Fully restored 1976 Mk2 Escort 1.1-litre two-door saloon shell, replacement offside rear wheelarch, restored factory brightwork, factory glass, original front grille with new headlights, clear indicator lenses and rear light clusters, genuine Mexico front bib, Mk2 RS2000 boot spoiler, vintage-style pressed registration plates. **Paint:** Peppermint Green

Engine

2-litre Mk5 Escort RS2000 16-valve I4, polished cam cover, Pipercross air filter, heat-wrapped 2.3-litre Ford Galaxy inlet manifold, bespoke 2.25-inch stainless steel exhaust system with outwardly rolled tip, alloy radiator, 2-litre twin-cam water pump, Vauxhall FronteraTD oil cooler and sandwich plate, bespoke thermostat housing and coolant pipework, smoothed and wire-tucked engine bay, custom bulkhead heat shield, high-flow electric fuel pump, 12-gallon rally-spec alloy fuel tank (located in boot), braided fuel lines, custom throttle cable brackets, stainless bolts and washers used throughout

Transmission

Type-9 five-speed manual gearbox, bespoke propshaft, English axle, Quaife ATB limited-slip differential

Suspension

Front: Mk3 Capri front struts with uprated dampers, adjustable top mounts, Rose-jointed track rod ends, adjustable track control arms, original crossmember, quickrack

Rear: Bilstein dampers with single leaf springs, anti-tramp bars, Panhard rod. Polybushed throughout

Brakes

Front: Wilwood four-piston front callipers with grooved and drilled discs. **Rear:** VW callipers with Mk3 Fiesta vented front discs, performance pads. Bias pedal box, braided lines, Mk2 Focus ST handbrake cables

Wheels And Tyres

Fully refurbished 7x13-inch X-Pack wheels, bespoke centre caps, Uniroyal 195/55R13 tyres, polished bolts and valve caps

Interior

Stripped cabin, rear roll cage, Konig two-tone leather racing seats with de-badged Sparco four-point safety harnesses, rear bench deletion, alloy door cards and firewall, alloy passenger foot rest, factory parcel shelf and headlining, suede-trimmed three-spoke steering wheel with snap-off boss and custom badge, fire extinguisher

Thanks

I would like to thank my girlfriend, Alexis, for ferrying me about during my driving ban and for putting up with my Mk2 obsession!



Series X 7x13 four-spokes were detailed by Roland.



Genuine RS spoiler complements the exterior mods.



Boot is as clean and well thought-out as you'd expect.

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MK2 CORTINA

Words and Photos Jon Hill

Deep Sleeper

Simple is usually nothing of the kind – glance at this street-sleeper Mk2 Cortina and you'd be forgiven for thinking it's just nice, beige two-door, but open the bonnet and it's crammed with a twin-turbo Lotus V8. Literally.





There's more than one way to skin a cat (though why you'd want to skin a cat in the first place, we don't know) and this Cortina falls into that many categories, it's difficult to know which to go with. It's pretty much a sleeper with its understated looks, but believe it or not, this is a Lotus Cortina.

This isn't a factory Lotus Cortina though, as stuffed between the strut towers is the engine from an Esprit, and a V8 twin-turbo one at that. As Alan Lambert said to me when I first saw the

car, "Yes, you can see the turbos, there's one down there..." pointing at a space between the chassis rails and a deep-dark hole, "and there's one this side too...", pointing at the same dark hole, only on the left! Yes, you can hardly see them, but they're there!

What you can't miss though is the effect when you open the bonnet, and it does get you head scratching as to how he got it in there.

"Dropping the engine in the hole was the easy bit — it just fitted — but hooking it all up

to make it work took plenty more years, and it is very, very complex," reckons Alan.

In fact, this is a tale of the engine came first, then Alan had to look for a car to put it in. By chance, a friend tripped over it during a warehouse clearance, and it turns out it's the development engine from the Lotus factory and was being used as a mule by a company building AC Cobras, as an alternative power source. But as Alan says, "for a Cobra, they've got the wrong sound, so it was just left in the corner." →



"THE FIRST TRIAL-FIT OF THE ENGINE WAS A HARROWING, MOMENT-OF-TRUTH SCENARIO"



Lotus motor was a development engine, and needed huge amounts of work to get running in the Cortina.

Sadly, the engine was missing virtually everything. "All the belts were off, the turbos non-existent, and it turns out the valves were bent too, but there was no internal damage to the bores and heads, so it was a case of finding it all and restoring the engine back to good health."

Bench testing came next, for which Alan built a frame to support it and with minimal wiring (not easy as all the Lotus engine loom wires are black!) he fired it up and it ran. Job done then, let's find a car!

Project hunter

Now, Alan's mate, John Boultonwood has played a massive part in this tale. We featured his gorgeous, Zetec-powered Consul Capri in December 2009, and what the pair have is an enormous passion for building cars. John's current build is a '59 Chevy El Camino, but what he's best at is body and paint, whereas Alan's is mechanical stuff and getting it all to work. "I do John's mechanics, welding and fabrication, he does my paint – it works well," reckons Alan.



Original big-header radiator keeps it period, but then it's one of three keeping the Lotus motor cool...



Lack of underbonnet space means the header tank and brake fluid reservoir live in the inner wings.



GPS-based speedo and matching rev counter neatly sit inside the original dash cluster.



15 inch Peugeot steels add to the sleeper feel, but house big 305 mm discs at the front.



Retrimmed GT dashtop and bench seat, and a CB radio... Black carpet hides big tunnel.



Scorpio gave up its electric sunroof for the Cortina. Headlining is on the money. Sorry.

This Cortina was in fact John's, bought to do as a project with his son. That fizzled out though and Alan stepped in, and measuring the engine bay, he reckoned that the Lotus would just fit. But the car wasn't in great shape — there was a tonne of body resto to do as well as modifying the shell to house the complex systems needed to make the Lotus engine work like it should.

The first fit of the engine was one of those harrowing moment-of-truth scenarios — Alan had measured and measured, but dropping it in was the only true test.

"Lowering it, it started going in and I thought, this is going to fit but it's got to clout somewhere. But it kept dropping and dropping and eventually, it was in there. Yes, the turbos hit the chassis rails and the sump was resting on the front crossmember, but it was all of an only-just nature; a bit of scooping here and there and we'd got a result — one V8 Lotus Cortina!"

The build concept was for it to look like Alan had literally taken the Crossflow out and dropped the Lotus in — note the radiator's in the original

place and the bulkhead appears untouched. That's not the full story and getting the look right has taken a lot of time. For a start, that radiator's not the complete system — the real one is in the boot with a complex web of plumbing going to the back of the car, complete with pumps and bypass valves for the heater system.

And there's a chargecooler in the mix, too — that's part of the transmission tunnel fabrication that also forms part of the air intake — Alan can easily lose you in the complexity of this build. It is, in fact, mind-blowing and extremely clever.

But it is a sleeper, too. Glance inside and it looks simple — no gearlever, subtle instruments — but that subtlety once again hides complexity: the transmission is a hybrid of Jag auto 'box with Range Rover internals, BMW torque converter and Volvo tailhousing with a custom-machined flex plate, yet it's shifted by column shift like an original car. Look up and the headlining's a work of art — it's a mix of Granada Scorpio, adapted to fit while the shell was upside down on a spit, then covered in that whacky fabric. →



Jag-based auto 'box is shifted by the column change.



Lee Parry did a great job of retrimming the custom split bench seat in grey with posh, red Alcantara inserts.



**"THE MORE YOU STARE AT THIS CAR,
THE MORE DETAILS YOU SPOT"**



Alloy panel hides a Pontiac fuel tank that dominates the boot. Note umbrella for rubbish UK show weather, too.



Subtle cooling cut-outs in back panel supply air to the rear-mounted Sierra radiator. It's a complex set-up...



Fuel-filler is mounted on the rear scuttle, Safari style.

Through the roof

Turn the car over and there's more Scorpio — the roof section complete with electric sunroof replaces the original, and was an almost exact replication of the roof curves, expertly blended in by John.

It was John who then chose the subtle Fiesta Spa colour, and he then prepped the body after Alan's immense task of restoring it, and then painted the top coat — all of this in Alan's garage at home.

Alas, space permits me from raving on forever about this car — and that's probably just as well — but the more you look at the Cortina, the more you spot, like the Harley Davidson pop-up fuel filler which drops down to a Pontiac GTO fuel tank, the GPS instruments, original seats recovered in grey with red Alcantara by Lee Parry...

The best thing I can recommend is that you find this car at a show and literally stare at it for as long as you can — it's so subtle you could miss it, but disappointed you won't be! **CF**

Tech Spec

Body

1967 Cortina 1500 GT two-door, restored shell with strengthening around the strut towers, raised bonnet centre, enlarged transmission tunnel, reshaped and enlarged rear wheel tubs, altered back panel, rear wheelarches replaced with sections of front wing, steel roof section replacing original with aftermarket pop-up sunroof, Granada Scorpio electric sunroof, original bumpers and brightwork cleaned and restored. **Paint:** 2008 Fiesta Ford Spa by John Boulwood

Engine

Lotus Type 918, 3.5-litre turbo V8, Garrett T25 turbos, Emerald ECU, chargecooler system under the dash, also using a Polo radiator behind grille, pump below offside headlight and filler tank in nearside wing, original radiator in front panel with pipes threading through the offside sill to the boot, circulates through a Sierra radiator then back through nearside sill and inner wing to the engine

Transmission

Jaguar automatic transmission with Range Rover internals, BMW torque converter and Volvo tailhousing, Cortina column shifter, English back axle with LSD and 3.54:1 gears

Suspension

Front: Mk2 Escort struts, Capri springs, Escort TCAs and Capri anti-roll bar, new front crossmember to fit around Lotus sump, Mazda MX5 power-steering rack-and-pinion to Cortina column, fluid reservoir in wing

Rear: original Cortina GT leaf springs and anti-tramp bars

Brakes

Front: Peugeot 405 305 mm discs with Alfa Romeo Brembo callipers, 3.5:1 servo in the boot, Granada Scorpio brake pedal on home-made under dash support, reservoir in wing.

Rear: Cortina GT 9 inch drums, dash-mounted handbrake

Wheels And Tyres

Front: Peugeot 6x15 inch steel wheels fitted with 195/50R15 tyres

Rear: 7.5x15 inch widened Peugeot steels fitted with 235/50R15 Tyres

Interior

Original Cortina seats with fronts converted to bench seat, recovered in grey with red Alcantara inserts, Speed Hut GPS speedo and matching rev counter, Harvard CB radio

Thanks

John Boulwood for the bodywork and paint, Ash and Adam at Paint It UK (01277 634968, <http://paintituk.com>) for powdercoating and wheel refurbishment, Andy and Martin at Automatic Transmissions, Hornchurch (01708 440308), Lee's Trim Shop, Wickford (01268 201335), Dave for machine work, and Suzanne for encouragement and endless tea



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Words Marc Stretton **Photos** Chris Walbank

ISLAND HUNTER

With its hot Crossflow and sorted suspension, has Paul Formosa built the perfect toy for blasting around the Maltese island of Gozo?



Check out the pictures of this mint Mk1 in Porsche Guards Red, clock the blue sky in the background, the open Webasto and 'M' on the numberplate and you'd be forgiven for thinking we've unearthed another excellent Maltese Escort... but you'd be wrong. Because this modified 1300XL, and its owner — sheet metalworker, Paul Formosa — are Gozitans, meaning their home is Gozo, Malta's smaller neighbour to the north west. And while Gozo may have an area of just 26 square miles, there's plenty of room for classic

Ford fans like Paul, his friends and family to enjoy themselves in tuned motors to rival anything on the streets of Valetta.

"I grew up around car fanatics, and most of them loved Fords," Paul begins. "I couldn't wait to join in and in the late '90s, at the age of 16, I bought my first car — a Mk1 Escort of course, and it was already fitted with a 2-litre Pinto!"

"The trouble is," he continues, "that in Malta you have to be 18 to get a driving licence, so I had two years with my Escort →

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THERE'S PLENTY OF ROOM FOR
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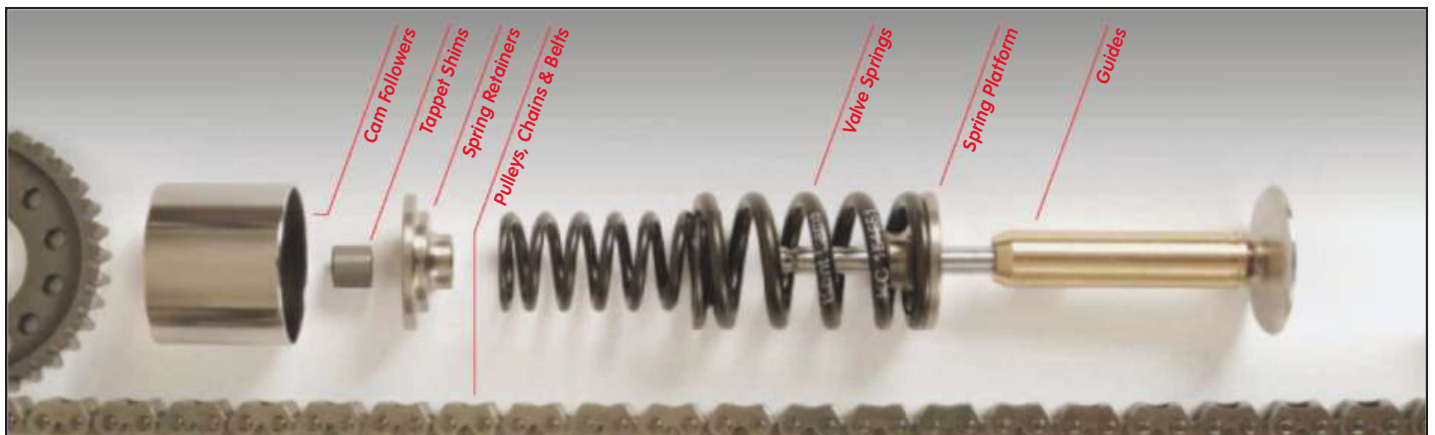


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"IT TOOK FIVE YEARS OF SAVING AND SEARCHING, BUT I FINALLY FOUND A MK1 TO FILL THE GAP IN MY LIFE"



No Pinto here: Paul's kept it Crossflow with a built 1600 running a worked Mexico head and peaky Cosworth A6 cam.



1600 Crossflow is fed by classic Weber DCOEs.



Engine ancillaries have been superbly detailed.



Island life: Mk1 is perfect for Paul to buzz around in.

waiting in the garage before I could get on the road. I had to be patient, and that was very hard. Not that the time was wasted, though," he adds, "as I had that car apart learning all about it and tuned the Pinto with a high-spec head, and just had to go for a pair of twin Weber 45s."

Regrets regrets

"With the first Escort as a play car, a Mk2 Estate was bought for daily driving and that was me sorted for a few years," Paul says. "And then I did something I still regret. As the years rolled by more power was needed in my life and the Mk1 got replaced by a Sierra RS Cosworth. Don't get me wrong, I don't regret getting the Cossie — which is still in my garage and gives a massive adrenaline rush from whenever I drive it — but it didn't take long to miss my real passion of a Mk1 with the roar of Webers coming from under the bonnet."

"It took nearly five years of saving and searching, but finally I found the right Mk1 Escort to fill the gap in my life. Bought in

Malta in April 2010, the new car was a 1300XL, which had been restored to pristine condition in 1993 and still looked immaculate. During the restoration the XL had been fitted with Mexico wings and painted Guards Red, which glows in the sunshine.

"Inside the cabin the Escort was perfect too, with a standard XL six-clock dash. The seats have been replaced with Mk1 Capri ones, but it's very hard to tell that they didn't come with the car from new.

"Under the bonnet a 1600 Crossflow was already in place of the smaller capacity original, and that now has a ported Mexico cylinder head and A6 cam fitted. With a pair of twin Weber 40s bolted on the power output is around 130 bhp, which isn't too bad for a 42-year-old car, and plenty to have on the roads of Gozo!" Paul laughs.

This wasn't just a buy-it and drive-it situation for Paul, however, as although the Escort came to him looking mint, it didn't run, handle or stop quite as perfectly. "It was running very rough, and had a few oil leaks," →



Original square lamps present. Love the AA badge!



Compomotive Penta rims keep things old-school.



Webasto roof is perfect for the Gozo sunshine.



Paul reports. "So I had the engine out, replaced most of the gaskets and oil seals and tuned the carbs. Having messed around with Webers for more than 25 years I think I've got the hang of them now. The brakes were renewed throughout, using Mk2 discs as a slight upgrade, while new shock absorbers and polybushed throughout have transformed the drive from being a bit wallowy and unpredictable to pin-sharp."

Sunday blast

So with a choice of two fast classics in the garage, which one does Paul prefer? "No Ford can be compared to another," he says. "Each one offers a unique experience and while the Cosworth is best suited to the street and strip racing that goes on over in Malta, it's the Escort that I use most weekends. It's my Sunday morning car... and I love Sunday mornings!" **CF**



Mk1 Capri front and rear seats sit well in the otherwise stock 1300XL interior.



XL's six-dial dash gives Paul all the info he needs.



"IT'S MY SUNDAY MORNING BLAST CAR... AND I LOVE SUNDAY MORNINGS"

Tech Spec

Body

Mk1 Escort 1300XL, Mexico wings, Webasto sunroof, quarter bumpers. Paint: Porsche Guards Red

Engine

Crossflow 1600, Mexico head ported and polished, A6 cam, twin Weber 40s, tubular exhaust manifold and custom exhaust system. **Power:** approx 130 bhp

Transmission

Cortina 1600E four-speed, 3.89:1 final drive diff

Suspension

New standard dampers and original springs with polybushing throughout, lowered 2 inches front and back

Brakes

Front standard callipers on Mk2 discs, rear standard drums

Wheels And Tyres

Compomotive Penta 7x13 inch alloys, Dunlop 175/50R13 tyres

Interior

Standard 1300XL dash, cards and carpets, Mk1 Capri front and rear seats, wood-rim steering wheel



Escort MkII

GAZ Gold Coilovers for Escort MkII now come with the option of **Brand New Steel Stub Axles** already welded into position. No need to supply donor stubs!

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BODYWORK

Keep it clean and bright. Race cars aren't painted in dull colours and neither should your street hero classic Ford. Contrasting panels work very well, as do period signage or race-inspired graphics.

WHEELS

If you've got it, flaunt it. Big brakes need a bigger set of rims so many street racers wear 15 inch alloys — the more motorsport-based (and wider) the better. Show them you mean business.



Street Heroes: five feature cars that perfect the look



ROB BECKENHAM'S 2.2 ESCORT

Featured: June 2014

The noise! The noise! Rob's 2.2 Pinto-powered Escort is a lesson in bringing the classic South London look bang up-to-date, and the stripped-out interior means that Rob is fully aware of the powerhouse up-front.



DEAN RYAN'S CAPRI 5.0S

Featured: July 2015

Dean's classic 3.0S may hide a small-block Ford 302 V8 motor, but that Series X bodykit and old-school Compomotive spilt-rims reveal that there's more to this Mk3 than meets the casual eye.



JAKE GREEN'S COSSIE RS2000

Featured: March 2015

With nearly 500 bhp from a monster Cosworth YB, a sequential gearbox and custom wide arches beautifully made from steel, this Mk2 is about as street hero as it gets. Brutal.

ENGINE

Standard just won't cut it. Many street racers make the most of turbo power, and here the Cosworth YB is still king. If normally aspirated is the only option, then V8s aside, you'll need an engine that is happy to rev. Either way, it's not going to be cheap.



INTERIOR

Carpets are out, body colour-painted floors are in — it's a lot of work but well worth the resulting wow factor. Most run roll cages, all have a race-ready steering wheel and extra gauges. And sorry, but the back seat has to go.



RUNNING GEAR

You've got a lot of power under that bonnet, so the suspension and brakes need to be more than a match. A properly located rear axle, and lots of adjustability up front (coil-overs, Rose-jointed track control arms) go a long way.



WAYNE GRIFFITHS' MK1 FIESTA

Featured: November 2013

Group 5 arches, 7x13 four-spokes, CVH turbo, exposed cooling fans... Wayne's Mk1 combines distinctive mods in a package that still looks fresh and pulls in the crowds at the shows — even though this car's been on the scene for years.



ROOP GRANT'S ARCHED ANGLIA

Featured: June 2013

Bubble arches on an Anglia still split opinion, but when you add a 200 hp 2-litre Duratec into the mix, all of a sudden that seems irrelevant. A five-linked rear, and Sierra-based front end mean this 105E handles the power with ease, too.



"THE 39,000-MILE COMMERCIAL WAS PULLED OUT OF A NORFOLK BARN, AND TURNED OUT TO BE AN EXTREMELY SOLID EXAMPLE"



Thames 400E

Classic Fords restored: Wanting a classic Ford commercial to use as a workshop truck, Paul and Tony Redshaw thought they'd struck gold with this barn-find 400E pick-up, but then came the accident...

Words Marc Stretton **Photos** Bryn Musselwhite



With something like 80-plus years' experience in motorbike, car and — for the last 30 years — marine engineering between them, Tony and Paul Redshaw know a thing or two about older forms of transport. So it comes as no surprise to see that the father and son firm they run together — Tony Redshaw Vintage Diesels near Rugby — has a classic truck as its main company vehicle. Running a 50-year old commercial as a works wagon would be a struggle if it were standard though. So this Thames 400E has been suitably modified — by both planned work and erm, accident.

“We bought the truck about eight years ago after our modern Astra van fried its ECU at a repair cost of more than £1000,” Paul begins. “So it was decided to go for a classic which we could adapt to our needs, and would look great as an advertising tool for the business.”

“Checking out the classifieds brought us to the attention of a 39,000-mile 15cwt 400E that had been pulled out of a Norfolk barn,” he continues, “so a genuine barn-find, not just an old car with a couple of cobwebs like you see advertised all over the place! It was at this point that dad told me that the first ever brand-new van he’d bought, back in 1964, was a 400E — which really hacked him off a

year later when the Transit came out.” With a confirmed offer, however, Tony and Paul now had another Thames in the firm, and this time round Tony was a happy 400E owner as the pick-up turned out to be a very solid example — an extremely rare thing to find when it comes to these classic commercials.

Light work

“The truck needed just a light restoration and tidy,” Paul says. “The harder part of the task was to bring it up to a better spec to cope with modern driving conditions.” So the suspension and brakes were overhauled, and a remote servo added, but →

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"WITH A NEW PICK-UP BED AND A FRESH COAT OF GARDNER GREY PAINT, THE 400E WAS READY FOR WORK"

Gardner Grey paint is the colour of Gardner diesel engines — one of the famous names in marine engineering, so apt for the Vintage Diesels' Thames. Flowers are courtesy of Paul's mum, Gill.



'New' pick-up bed proof that this 400E gets put to work.



RESTO LOG

The Thames had already been partially-restored and improved when an accident almost destroyed it at the start of 2015. Fortunately, Paul and Tony had already made plans...



Accident at work: The damage doesn't look too bad here, but the cab was twisted and the axle ripped out.



Luckily, Paul and Tony had already started restoring another cab, as the original's metal was getting tired.



Repair panels and sections for 400Es are almost non-existent, so the pair made many themselves.



The new cab allowed them to fabricate a factory-looking bigger compartment for the diesel engine.

the major engineering work involved upgrading the engine from the ancient Consul-derived four-pot petrol burner and four-speed 'box to an ex-Sierra 1.8 Turbo Diesel and Type-9 five-speed.

"This wasn't too hard a conversion," says Paul in that casual way that skilful and experienced mechanics do, while most of us know we'd still be scratching our heads and surrounded by a pile of bits 10 years after starting such a task. "The sides of the engine compartment needed altering to physically fit the XLD motor, but with custom mounts, a bit of chassis shaving and raising the engine cover a couple of inches, it all went in. The hardest part was fabricating a new linkage for the gear-change," he adds, "especially figuring out a way to overcome the lock-out — pushing down on the lever — for reverse on the Type-9."

With a new pick-up bed, and a coat of Gardner Grey Paint the 400E was almost ready for work. The finishing touch was the signwriting, done by Tony, and some traditional flower designs on the fuel tank, painted by mum, Gill, as a nod to the boat business that the family are involved in.

Smashing

"And all was good with the Thames earning a living and gaining much attention for Vintage Diesels, until January this year," Paul says, "when a Peugeot Partner van cut across me on a →



"BY RECREATING THE CAB WE COULD MAKE THE ENGINE COMPARTMENT BESPOKE FOR THE DIESEL ENGINE"



Extra gauges are mounted in a custom housing grafted onto the heater box.



Yes, this 400E has a boost gauge!

The axle now has a four-pinion diff installed from a later 400E, which is much stronger and its longer ratio gives a better top speed than the original's 60 mph maximum.



Ex-Sierra XLD Turbo Diesel returns mid-30s mpg figures.

junction. I tried to avoid a collision with some swerving," he says, "but the Peugeot hit the rear offside wheel ripping out the axle and spinning the truck through 180 degrees and into a ditch. The result was a damaged chassis, smashed cab and a very frightening memory," he says.

Due to a massive dose of forethought, however, what could have been a disaster and the end of this 400E, merely brought plans Paul had been making forward a bit – as in true Blue Peter style, he had 'made another cab earlier' in preparation to replace the original one, which was starting to show signs of age.

"The second cab came from a scrap Thames bought a couple of years ago," Paul says. "This one we weren't so lucky with as far as condition went, and by the time of the accident, it had already had many hundreds of hours work, using repair panels but mostly by fabricating complete new sections. One good thing though, was that by virtually recreating the cab on this

one, we could make the engine compartment bespoke for the Turbo Diesel, so it fits in there much better now," he reports.

As any restorer of a 400E will testify, the structure of these trucks is massively complicated with complex folds and double-skinned sections, so we can, once again, marvel at the skill-sets Paul and Tony must have to have finished this rebuild/restoration/rescue, which was completed by May, just five months after the crash. And with a full stripdown, repairs to the chassis and pick-up bed to do, plus another overhaul of most of the mechanics and drivetrain, a full retrim for the inside and a respray carried out in those few short months, all we can say is; Paul and Tony, take a bow.

Thanks to: Sandy Glenn from the Ford 400E Owners' Club for help and spares (www.thames400e.freereserve.co.uk).

Tony Redshaw Vintage Diesels, 01327 700219, www.vintagediesels.co.uk **CF**

TOTALLY WIRED

IMPROVING THE ELECTRICS

The Vintage Diesels' 400E may look like a show vehicle in these pictures, but it is very much a working vehicle, being used for company business most days, and regularly loaded with boat engines and spares right up to its maximum carrying weight. To bring the electrics up to modern standards Paul has recently fully rewired the truck, with a modern loom with extra fuses and relays which allows for better lighting when driving at night, and most importantly the old vacuum-driven (next-to-useless) wipers have been replaced with an electric system made up from bits of Morris Minor and Triumph Spitfire.



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Run WhatYer Brung November 1 Santa Pod Raceway NN29 7XA, UK www.rwyb.co.uk						Footman James Classic Vehicle Restoration Show November 7-8 Bath & West Showground, Shepton Mallet BA4 6QN, UK www.carsandevents.com					2016					
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2015

VOTE FOR YOUR FAVOURITE Classic Ford CAR OF THE YEAR

We've seen some great feature cars in 2015, now it's up to you to select your favourite!

A. Mk1 Fiesta Van

Owner: Lee Dobbie

Featured: January 2015

The perfect sleeper? We think so. 'Just' a clean van on Supersport rims, Lee's Mk1 actually runs a Cosworth YB, powering the rear, naturally.

B. Mk1 Zephyr

Owner: Paul Godden

Featured: February 2015

Period race replicas don't come much cooler than this. Built on a strict budget but oozing with details, Paul's homebuilt Zeph is a lesson in getting it right.

C. Thames 300E

Owner: David Carden

Featured: June 2015

With bodywork beautifully restored by Longmynd Service Station, David then put the van together with immense care, adding some superb period touches. A class commercial.

D. Capri 3.0S

Owner: Ian Holly

Featured: Summer 2015

Not just any 3.0S but one driven by Bodie in The Professionals, with custodian, Ian going to great lengths to get the car looking as it should, authentic cop radio, and all.

E. Cortina Estate

Owner: Mark Madden

Featured: Summer 2015

It takes a while to spot the

difference with Mark's Mk2 — the two-door conversion (by Manny Galea) has been done so well. Those subtle looks hide a Zetec turbo for street-sleeper prowess, too.

F. Mk1 Escort Van

Owner: Mark Hudd

Featured: September 2015

Grafting a Saph Cossie 4wd floorpan on an Escort's been done before, but not to a van, and not with an obsessive, factory level of finish.

G. Mk2 Escort

Owner: Chris Holland

Featured: September 2015

Yes, this track-ready Mk2 has a spec to die for (including a Wayne Mitchell NAYB) but what impresses most is the attention to detail Chris has lavished on it.

H. Mk1 Fiesta

Owner: Herbert Abst

Featured: April 2015

Slightly off-the-wall competition liveries always work well on classic Fords, with serial Mk1 fan, Herbert getting the look bang-on with this arched 1100, featuring lots of rare parts, too.

I. Mk2 Cortina

Owner: Keenan Smith

Featured: October 2015

California-based Keenan didn't know too much about Cortinas when he started building this one. The result was one of the

freshes, most-talked about Mk2s the scene has seen.

J. Anglia 105E

Owner: Graham Reed

Featured: August 2015

A lesson in how to arch an Anglia the right way, Graham's hot rod-inspired 105E sits pretty on its 9 inch splits and runs a period-dressed Zetec.

K. Mk1 Escort

Owner: Patsy McNally

Featured: August 2015

No ground-breaking spec, just a Mk1 built — and detailed — incredibly well with a hot Crossflow, sublime interior and stunning Vista Orange paint.

L. Anglia 105E

Owner: Ray Gimbert

Featured: September 2015

Years of planning and building saw Ray finally realise his dream of creating the ultimate, spaceframed and turbocharged 105E in 2015. It was well worth the wait.

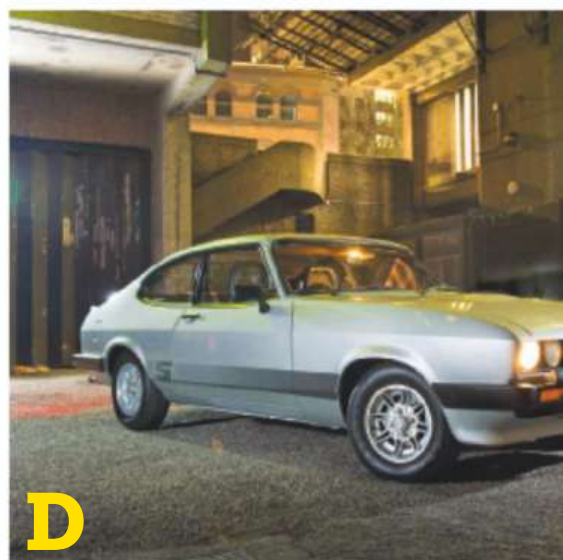
HOW TO VOTE

Choose the car you want to vote for from the selection above, then head online to our website at: www.classicfordmag.co.uk and follow the instructions.

Voting closes November 13, 2015. The winning car will be revealed in the January 2016 issue, on sale December 4.



A



D



G

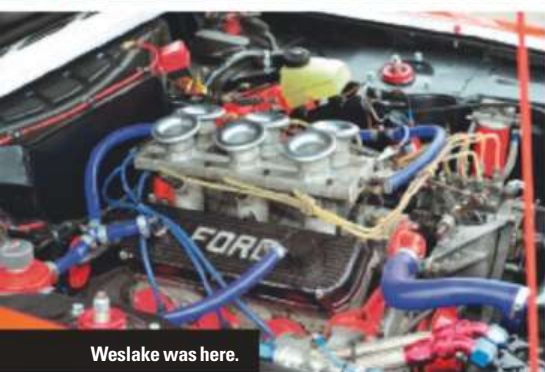


J





It's the reverse of most Capri events, but the Mk1s dominated.



Weslake was here.



Cologne-arched road-legal racer is simply sublime.



Mk1 wears its BBS split-rims with pride.



CAPRI REVIVAL

It's always a big risk starting a new show, but that didn't stop Luxembourg's only Capri club, who pulled in over 150 top-draw examples from all over Europe.

Words and Photos Jeannot Boesen

The first ever European Capri Revival Meeting was held in the town of Ettelbrück in the Grand Duchy of Luxembourg over the weekend of August 14-16.

Their first event for many years, the Capri Revival brought the Capri Frënn Letzebuerg club — which was established in 2006 — a lot of praise. Cars from their club members stood side by side between Capris from all over Europe including Switzerland, Germany, Belgium, Netherlands, Spain and Great Britain.

Over 150 cars — Mk1s from 1969 to 1973, Mk2s from 1974 to 1978, and Mk3s from 1979 to 1986 — were on show, the oldest being a 1700 GT from 1969 and the youngest

was a 2.8i from 1985. A few RS2600 road cars were present too, and even a replica of the Gunston A2 V8 Perana came over from Great Britain.

Once common, but now increasingly rare, a lot of Mk3 2.0S and 3.0S models in all colours parked at the Däichhal in Ettelbrück. A fine sight.

It was a big event for the small country of Luxembourg, and we can't wait to see what's planned for 2016.

CONTACT

Capri Frënn Letzebuerg
www.caprilux.eu



A Kent-engined Capri is (sadly) a rare sight these days.



Über-original RS four-spokes...



US-sourced Mercury Capri drove across from Spain.



**"CAPRIS ARRIVED FROM SWITZERLAND,
GERMANY, BELGIUM AND SPAIN"**





Last-of-the-line 280 is a rare sight in Europe.



Mk1 1700 V4 was the oldest (and rarest) car at the show.



Spot the aftermarket grille — looks great!



So many RS Capris, we don't know where to look...



Feature on Patrick Tompers' V8 Mk1 coming very soon.

**"IT WAS A BIG EVENT FOR SUCH A
SMALL COUNTRY"**



All the right gear, plenty of idea.



Love the period driving lamps — proper endurance-style.

Badge engineering.



Graphics may split opinion, but the kit's well done.



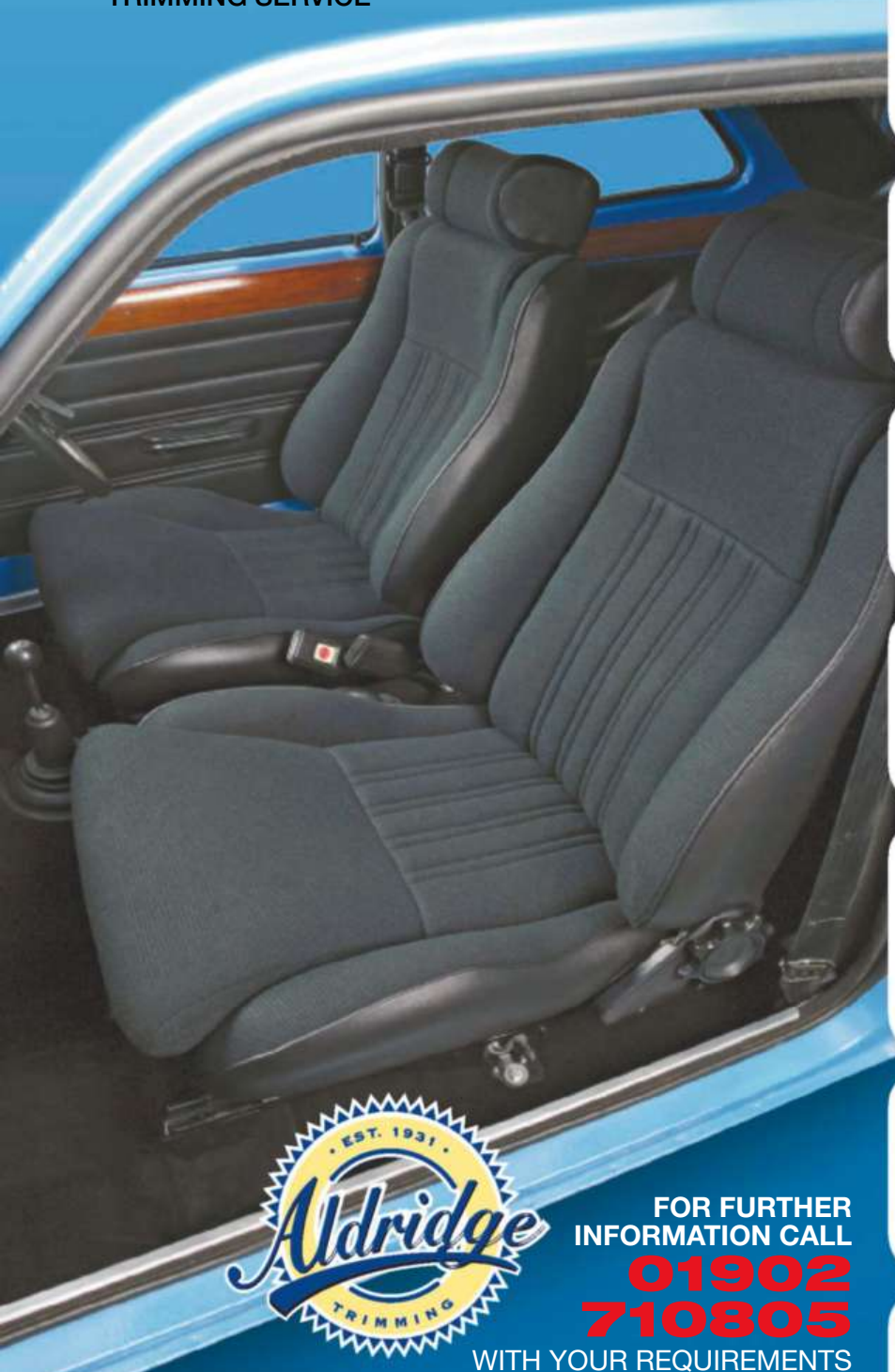
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MK I 2 & 4
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ESCORT
MK I REAR
QUARTER
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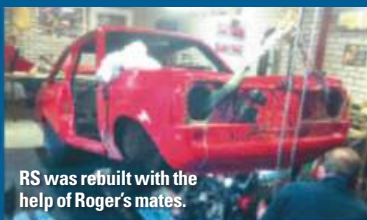
ESCORT
MK II REAR
QUARTER
PANELS



YOUR CARS

THE BEST OF WHAT'S DROPPED IN OUR INBOX THIS MONTH

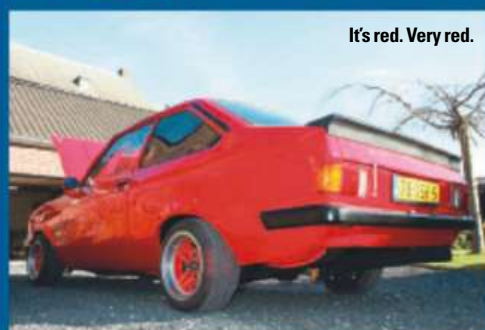
CAR OF THE MONTH



RS was rebuilt with the help of Roger's mates.



Interior is stripped and caged.



It's red. Very red.



Modified Pinto runs KMS throttle bodies.

Roger de Wilde

From: The Netherlands

Car: 1978 Mk2 Escort RS2000

"At the age of 18 I bought my first car ever – a Mk3 Escort XR3. From that point forward I was hooked on Ford's Blue Oval logo," reckons Roger. "Since I first came into contact with Fords, I developed a burning desire to rebuild a Mk2 Escort, and in 2012 my wish came true when I found one in Cologne, Germany. I called a good rally friend of mine to check out and he was just as excited as I was and we decide to pick up the car the following week. My love for the car grew and I drove around in it for about a year, after that it was crunch time!"

"In March 2014, I started stripping the car with two or three good friends. Twice a week

we worked on it and started to come up with a plan to realise our dream to rebuild and optimise the Escort. In July 2014 the bodywork was completed and sent to the shop for a wicked paintjob.

"I estimate we put in 1250 hours of hard labour in rebuilding the car. The MK2 now has a five-speed straight-cut Quaife gearbox, and on top of that, the 2-litre Pinto engine is modified and upgraded with KMS throttle bodies from Kronenburg Motorsports (check out their website at <http://kms.vankronenburg.nl>), a 320-degree cam and a Brauneiser cylinder head.

"Each and every rubber on the car has been replaced by more powerful and sturdier

Powerflex rubbers. We also replaced the original brakes with Willwoods front and back, and we put in a hydraulic clutch set-up to replace the original cable one. A 4.7:1 ratio LSD has been fitted to the rear, along with a Panhard rod to be able to enjoy all this power. Last but not least, the original exhaust manifold has been replaced by a Simpson one.

"I am very grateful for the time and effort my friends have put in to realise this project. We had a blast, lots of laughs and many pints of beer, of course. Right now, I use the Escort on tours and if the occasion ever comes up in an historic rally. Future plans? Maybe, I will start rebuilding a Group 4 Escort. Who knows!"



He's too young to know it yet, but Charlie will be driving this Mk3...

Brad Hayes

From: UK

Car: Mk3 Fiesta

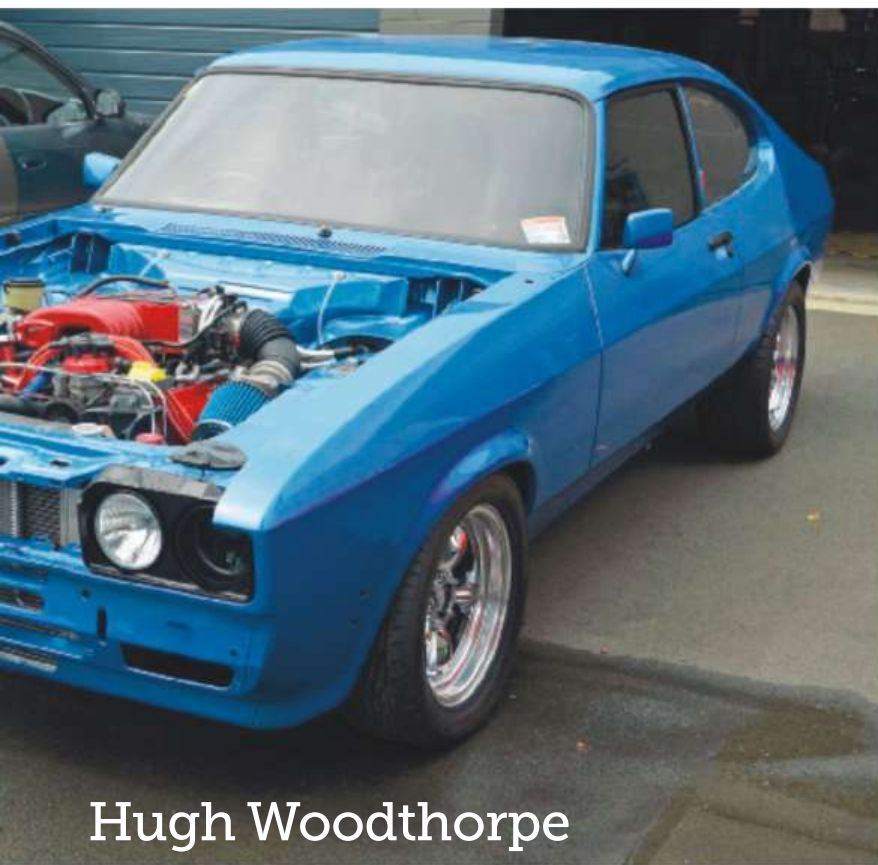
"Here's my five-week-old son, Charlie and my missus, being introduced to his Mk3 Fiesta, which I'm going to run as a project," says Brad, who's appeared in Your Cars before with his Crossflow-powered Mk1 Escort, also pictured.

"I know it's not considered as a classic yet, but in another 17 years when he will be driving it should be! I know it's a while to go yet, but we are planting his classic ford roots early."

Good man, Brad!



Fiesta joins Brad's Mk1 Escort.



Hugh Woodthorpe

From: New Zealand

Car: Mk3 Capri

"This is one of many Capris in New Zealand," reckons Hugh of his cracking example. "I built it over a two-year period from a standard 2-litre auto with electrical problems. Now its running a 302 EFI Windsor V8 from a 1993 Fairlane with a four-speed auto, 8 inch Mustang diff and XF Falcon disc brake rear. While the front suspension now has Bilstein dampers with Leyland P76 discs and 15 inch wheels, and there's a full leather interior from Rob Sinclair Auto Trim plus lots more."

"Also in the shed I have a 1967 Anglia van project which will be running a Nissan V8 with XR8 Falcon rear and Mk3 Cortina front suspension. Of course, it will have bubble arches to cope with the extra width."

Looking forward to seeing that, Hugh!

Capri runs a Windsor V8 and 8 inch axle.



Capri is a credit to Hugh's hard work.



Jordan's Mk1 could soon be well-acquainted with Santa Pod.

Jordan Peters

From: UK

Cars: Mk1 Fiesta

"I've owned this car for five years it was my first car that I learnt to drive in," says Jordan. "It started out in life as a 1.3 Bravo 2, bit it now has a 1.6 CVH with a fast-road cam and a single Weber DCOF carb — like a DCOE but without interchangeable chokes."

"I am hoping to take part in every round of the Old Skool Ford Drag Challenge next year, and eventually plan to turbo it — once all the bodywork is done! I got the car when i was 15 and it has been an on-going project ever since."



Show us yours!

Email hi-res photos of your pride and joy or project to classicford.ed@kelsey.co.uk, or write to us at the address on page 5.

Ray Howes

From: UK

Car: Corsair 2000E

Own a low-mileage classic Ford? It might not have quite the odometer reading of Ray's 2000E: "It has 3420 miles on it, and looks and drives like a new car — it still has the 'Running in, please pass' sticker on the back window," reckons Ray. "It was bought in 1967 for £1008 by a gentleman who wanted it as a second car. About 1900 miles in, he took the family out for a ride to Bournemouth and while there someone ran into the front wing. This frightened him, and he had it repaired then locked the car away in his garage for 35 years."

"After the owner died, his family sold the car and the next owner recommissioned it but seldom used it, and I became the current owner in March this year." Great find, Ray. Hope you get to use it more than the previous owners!

With just 3500 miles under its belt, this 2000E drives like new.



MAILBOX

YOUR LETTERS, EMAILS & SOCIAL MEDIA COMMENTS

LETTER OF THE MONTH



Our favourite letter, email or social media comment each issue wins a superb Meguiar's UltimateWax kit worth £28.99 and containing a 532ml bottle of Ultimate LiquidWax, an applicator pad plus a Microfibre towel. For details of the Meguiar's range, call 0870 2416696 or visit www.meguiars.co.uk.



CRATE DIGGING

Roland Stoate's request for information on the LawrenceTune Mk1 Escort V8 (September 2015 issue) rang a bell in my fading memory. 10 minutes later I found a copy of Cars & Car Conversions from September 1970, which features a photo of this Escort on the cover, and a three-page article with shots of the engine bay, interior and boot. This was a car converted by Hal Danby with assistance from Chris Lawrence.

The Escort was originally a 1600 racer owned by Hal and Pip Danby who were encouraged by Chris

Lawrence to do the transplant. I believe, as mentioned by Roland, that at least one other Escort was similarly equipped, and piloted by Brian Cutting. Also, Robin Grey Gray had one, but this may have been the Danby car in later ownership. Further digging is required!

I also have an extensive archive of Motoring News and Autosport back issues, which could reveal race results from the relevant years.

Dave Woodgate
Email



Dave's collection of old car mags unearthed some great info on the LawrenceTune Escort.



Ford Heritage: stockcar is a period throwback.

Snap

I really liked the ideas for the Pop on a Locost chassis in the September edition. I have taken a similar body style for my heritage stockcar, as you can see.

Paul Bromham
Email

In suspense

Please consider an in-depth article on suspension, set-up and upgrades — or even what you can do for £1000, £2000, £3000, and so on. The suspension side of things is still a mystery to me and when you do see pictures in the magazine, the rest of the car in the background makes it hard to see the details.

With so many options and upgrades and totally different advice being offered, it would be great to see an article on this subject.

I have a Mk1 Escort but it seems most of the information relates to the majority of Fords built throughout the '70s.

Great mag, keep up the good work.

Spike
Email

Brilliant idea, Spike, we're onto it!

Inspiration

HDi/TDCi-powered Mk1 Fiesta, with ABS and traction control. Just got that in my head as a project — once funds allow, of course!

Peter Cummins
Classic Ford on Facebook

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Steve's Scorpio hits mileage milestone.

Some miles

As a regular reader of Classic Ford, I enjoyed the Cosworth features in the September edition.

I thought your readers might be interested in the milestone mileage completed today by my Scorpio 2.9 Ghia 24-valve Cosworth. I can assure you, the speedo has not been fiddled with!

Not something you see every day!

Steve Bentham-Bates
Email



Mind the dress!

Payback

It was my brother's wedding recently, and he used my V8 Mk1 Escort Estate and Mk2 Ghia as wedding cars.

Could you put a photo in the magazine for him as a surprise, as he loves classic Fords, but couldn't buy one as he had to pay for the wedding!

Pete
Email

Bright to reply

I would like to respond to the letter in the October issue entitled, 'Homebuilt Hero?'

I'm Lee's dad and had some input into his nine-year Mk1 Escort project, which he stripped to bare bones, replacing floors, the boot, and inner wings. Unlike today, he had to make up all the pieces to replace these areas.

Lee also built up the engine, 'box, and axle from old and new parts, replacing what was needed, and he then spent the last year of the build filling then rubbing down the bodywork — a new skill for him to learn.

I gave him some advice as and when it was needed, but for Brian to say he knows the paintshop that prepped and painted his car is irrelevant.

Trevor Bright
Email

YOUR PHOTOS

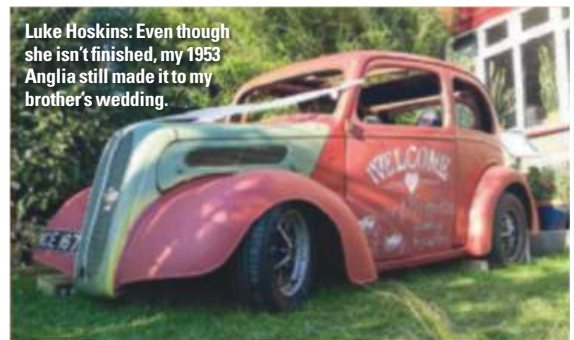
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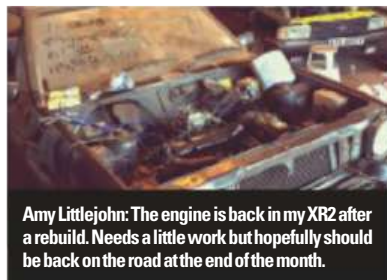
Keith Flynn: All ready to go out and play.



Stephan Schaade: Back after 20 years lying rotten in a barn.



Luke Hoskins: Even though she isn't finished, my 1953 Anglia still made it to my brother's wedding.



Amy Littlejohn: The engine is back in my XR2 after a rebuild. Needs a little work but hopefully should be back on the road at the end of the month.



Daniel Bevis: Job one of the house move — unpack the essentials.



Clive Kalber: My Mk1 Escort a few years ago on the Lands End Trial.



Nathan Read: My V8 Capri project is coming along nicely.

Next month

See these and much, much more in the December 2015 issue of Classic Ford **On sale Friday, November 6**



THE LOWDOWN
Find out how this Fiesta can run so close to the Tarmac



RALLY DAY
Vatanen returns in a Mk2



GREAT ESTATE
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CTC900B	9 Dr chest	610x255x380	£64.99	£77.99
CTC500B	5 Dr cabinet	675x335x770	£119.98	£143.98
CTC800B	8 Dr chest/cab set	610x330x1070	£104.99	£125.99
CTC700B	7 Dr cabinet	610x330x875	£124.98	£149.99
CTC1300B	13 Dr chest/cab	620x330x1320	£149.98	£179.98
CTC103	3 Dr step up chest	672x310x250	£49.98	£59.98
CTC106	6 Dr drop front	662x305x365	£64.99	£77.99
CTC109	9 Dr chest	662x305x421	£74.99	£89.99
CTC105	5 Dr cabinet	685x465x795	£169.98	£203.98
CTC107	7 Dr cabinet	685x465x955	£199.98	£239.98

EXTRA LARGE EXTRA HEAVY DUTY

1 £269.98 EXC.VAT
£323.98 INC.VAT

2 £459.00 EXC.VAT
£550.80 INC.VAT

GAS STRUTS Hold lid open

EXTRA DEEP DRAWERS

EXTRA LARGE SIDE HANDLE FOR EASY MOVEMENT FITS EITHER SIDE

EXTRA LARGE DRAWER PULLS

1.5M TALL

ALSO BLUE / YELLOW / BLACK & GOLD

GREAT LOOKING, BIG 5" INDUSTRIAL CHROME SPOKED WHEELS FOR EASY MOVEMENT*

* Except on CBB231B & CBB230B

HEAVY DUTY & PROFESSIONAL

1 £119.98 EXC.VAT
£143.98 INC.VAT

2 £199.98 EXC.VAT
£239.98 INC.VAT

3 £249.98 EXC.VAT
£299.98 INC.VAT

4 £299.98 EXC.VAT
£359.98 INC.VAT

EXTRA LARGE SIDE HANDLE FOR EASY MOVEMENT FITS EITHER SIDE

RUBBER GRIP SIDE HANDLES

EXTRA LARGE DRAWER PULLS

THE ULTIMATE IN TOOL STORAGE!

- Extra heavy gauge double wall steel construction

MAX. WEIGHT LOADING 500KG EVENLY DISTRIBUTED

BLUE YELLOW BLACK & GOLD

MODEL DESCRIPTION DIMS WxDxH (MM) EXC.VAT INC.VAT

① CBB206B	6 Dr Chest	710x328x365	£99.98	£119.98
② CBB209B	9 Dr Chest	710x315x420	£119.98	£143.98
③ CBB210B	10 Dr Chest	710x315x475	£139.98	£167.98
④ CBB203B	3 Dr step up	710x315x250	£69.98	£83.98
⑤ CBB215B	5 Dr Cabinet	758x468x815	£199.98	£239.98
⑥ CBB212B	3 Dr Cabinet	755x470x810	£169.98	£203.98
⑦ CBB217B	7 Dr Cabinet	758x468x975	£249.98	£299.98
⑧ CBB213B	3 Dr Cabinet	758x481x975	£199.98	£239.98

GREAT LOOKING, BIG 5" INDUSTRIAL CHROME SPOKED WHEELS FOR EASY MOVEMENT

MODEL	SIZE	DESCRIPTION	DIMS WxDxH (mm)	EXC.VAT	INC.VAT
CBB306BG	36"	6 Dr Chest	910 x 305 x 47	£169.98	£203.98
CBB229B	41"	21 Dr chest	1045x415x486	£249.98	£299.98
CBB315	36"	5 Dr Cabinet	927 x 416 x 985	£299.98	£359.98
CBB228B	41"	8 Dr cabinet	1126x468x1000	£399.00	£478.80
① CBB224B	41"	14 Dr chest	1045x415x486	£269.98	£323.98
② CBB226B	41"	16 Dr cabinet	1126x468x1000	£459.00	£550.80
CBB231B	56"	9 Dr chest	1460x615x490	£419.00	£502.80
CBB230B	56"	13 Dr cabinet	1503x622x1011	£649.00	£778.80

TOOL CHESTS/CABINETS

1 £119.98 EXC.VAT
£143.98 INC.VAT

2 £199.98 EXC.VAT
£239.98 INC.VAT

3 £179.98 EXC.VAT
£215.98 INC.VAT

LOCKABLE FRONT COVERS STORE NEATLY WITHIN CABINET

BALL BEARING ROLLER DRAWERS

MODEL	DESCRIPTION	DIMS. LxWxH MM	EXC.VAT	INC.VAT
① CBB209DF	9 Dr chest	710x370x420	£129.98	£155.98
② CBB211DF	11 Dr Cabinet	785x490x1075	£299.98	£359.98
③ CBB309DF	9 Dr chest	975x370x420	£179.98	£215.98
④ CBB311DF	11 Dr Cabinet	1045x490x1075	£379.00	£454.80

LARGE 37" CABINET

NEW Clarke HEAVY DUTY BOLTLESS SHELVEING

Boltless, quick and easy assembly (only a mallet is required)

- Tough steel frame
- Adjustable height shelves
- 5 easy wipe clean laminate board shelves
- (W) 1220 x (D) 460 x (H) 1830

CORNER UNIT

ONLY £79.98 EXC.VAT
£95.98 INC.VAT

265 KG PER SHELF

WIDE 46"/1220mm

BLUE, RED AND SILVER AVAILABLE

ALSO ASSEMBLES AS BENCH

Clarke BOLTLESS SHELVEING

Simple, fast assembly in minutes using only a hammer

ROLLED EDGE UPRIGHTS GIVE:

- EXTRA STRENGTH
- SMOOTHER FINISH
- SLEEK LOOK

ASSEMBLE AS SHELVING, BENCH OR CORNER UNIT

PER SHELF £29.98 EXC.VAT
£35.98 INC.VAT

150 KG (evenly distributed) Strong 9mm fibreboard shelves

350 KG (evenly distributed) Strong 12mm fibreboard shelves

Contents not included (all items)

MODEL SHELF DIMS WxDxH (mm) EXC.VAT INC.VAT

150kg	800x300x1500	£29.98	£35.98
350kg	900x400x1800	£49.98	£59.98

CHOICE OF 5 COLOURS

RED, BLUE, BLACK, SILVER & GALVANISED STEEL

SAVE 10% WHEN YOU BUY ANY MIX OF 5 FROM THIS RANGE SAVE AT LEAST £17.99 INC.VAT

SEE NEXT PAGE FOR MORE!

ALUMINIUM RACING JACKS

FROM ONLY **£84.99** EX VAT
£101.99 INC. VAT

- Quick lift - Non-marking nylon wheels
- Rubber contact pad - helps protect vehicle undersides
- steel chassis

MODEL	EXC.VAT	INC.VAT
1.25 tonne	£84.99	£101.99
2 tonne	£149.98	£179.98
2.5 tonne	£139.98	£167.98

LOW ENTRY ONLY 85MM

Machine Mart

NOW 65 SUPERSTORES NATIONWIDE

WHERE QUALITY COSTS LESS

master TURBO AIR COMPRESSORS

Superb range ideal for DIY, hobby & semi-professional use

8/250

FROM ONLY **£79.98** EX VAT
£95.98 INC. VAT

HUGE CHOICE OF SPRAY GUNS & AIRTOOLS

BIG 2HP 7.5CFM

MODEL	MOTOR	CFM	TANK	EXC.VAT	INC.VAT
Tiger 8/250	2hp	7.5	24ltr	£79.98	£95.98
Tiger 7/250	2hp	7	24ltr	£89.98	£107.98
Tiger 11/250	2.5hp	9.5	24ltr	£119.98	£143.98
Tiger 8/510	2hp	7.5	50ltr	£129.98	£155.98
Tiger 11/510	2.5hp	9.5	50ltr	£149.98	£179.98

Clarke 2 TONNE TROLLEY JACKS

FROM ONLY **£19.98** EX VAT
£23.98 INC. VAT

CTJ2001G

MODEL	TYPE	EXC.VAT	INC.VAT
CTJ2B	DIY	£19.98	£23.98
CTJ2MB	DIY	£24.99	£29.99
CTJ2250LP	Low Profile	£39.98	£47.98
CTJ2QLG	Pro Instant	£69.98	£83.98
CTJ2001G	Pro Garage	£74.99	£89.99
CTJ2GLC	Pro Long High Lift	£169.98	£203.98

* CTJ2250LP has a 2.25 tonne capacity, has a low entry of only 80mm and includes 2 sockets

Clarke 3 TONNE JACKS

FROM ONLY **£44.99** EX VAT
£53.99 INC. VAT

QUICK LIFT

JACKS ALSO IN STOCK UP TO 5 TONNE

CTJ3000G

MODEL	TYPE	SADDLE HEIGHT	EXC.VAT	INC.VAT
CTJ3000QL	Quick Lift	195-520	£44.99	£53.99
CTJ30QLG	Pro Instant Lift	145-520	£83.99	£100.79
CTJ3000G	Pro Garage	145-520	£84.99	£101.99

Clarke 5 PIECE AIR TOOL KIT

KIT1100

- Gravity Fed Spray Gun
- Air Wash Gun
- Tyre Inflator
- Air Blow Gun
- 5 Metre Air Recoil Hose

Also available 3 pc Air Tool Kit - KIT600 Paraffin spray gun, tyre inflator & blow gun

Only **£14.99 EX VAT** **£17.99 INC VAT**

Clarke INDUSTRIAL AIR COMPRESSORS

Offers the durability & reliability demanded by professionals.

- Cast iron pumps on SEV11C, SE16 and SE19
- Twin cylinder pumps (except SE11)
- Motor overload protection
- Petrol models available

H/DUTY

MODEL	CFM	MOTOR	RCVR	EXC.VAT	INC.VAT
SEV11C	9	2	100	£369.98	£443.98
SE16C100	14	3	100	£399.00	£478.80
SE16C150	14	3	150	£429.00	£514.80
SE16C200	14	3	200	£499.00	£598.80
SE18	18	4	200	£549.00	£668.80
SE26	23	5.5	200	£679.00	£814.80
SE29+T	28	2x3	270	£969.00	£1162.80
SE36	30	7.5	270	£979.00	£1174.80
SE37+T	36	2x4	270	£1099.00	£1318.80
SE46	40	10	270	£1449.00	£1738.80

*230V Supply + Run From 30 Amp Supply + Run From 40 Amp Supply + 400V 3 Phase + Supplied With Direct On-Line Starter (Supplied With Sequential Direct On-Line Starter + V-Twin + Supplied With Pre-Wired Star Delta Starter)

*was £526.80 inc.VAT *was £622.80 inc.VAT *was £682.80 inc.VAT *was £826.80 inc.VAT *was £1798.80 inc.VAT

Clarke JET9000 JETSTAR PRESSURE WASHERS

JET8000 & 9000 include hose reel + Detergent applicator for extra cleaning power

FROM ONLY **£54.99** EX VAT
£65.99 INC. VAT

MODEL	MOTOR	MAX. PRESSURE	EXC.VAT	INC.VAT
JS1750	1600w	152psi	£54.99	£65.99
JS1900	2000w	195psi	£79.98	£95.98
Jet8000	2400w	261psi	£139.98	£167.98
Jet9000	2600w	290psi	£159.98	£191.98

Clarke AXLE STANDS

Ratchet action for quick height adjustment

Sold in pairs

FROM ONLY **£19.98** EX VAT
£23.98 INC. VAT

3 TON & 6 TON MODELS

MODEL	MAX TONS	MIN/MAX HEIGHT	EXC.VAT	INC.VAT
CAX-3TBC	3	300-430mm	£19.98	£23.98
CAX-6TBC	6	400-615mm	£29.98	£35.98

Clarke CAR RAMPS

FROM ONLY **£26.99** EX VAT
£32.99 INC. VAT

PER PAIR

CR2 2000KG **£26.99** **£32.99**

CRW25 2500KG **£36.99** **£44.99**

Clarke HIGH FREQUENCY BATTERY CHARGERS

HFBC12/24

- Energy efficient inverter, protects battery from high current damage
- Microprocessor provides appropriate charging rate
- Variable current output for quick, medium or trickle charge

FROM ONLY **£39.99** EX VAT
£47.99 INC. VAT

NEW RANGE

MODEL	MAX CHARGE	MAX AMP	EXC.VAT	INC.VAT
HFBC12	6 Amps	100Ah	£39.98	£47.98
HFBC12/24	20 Amps	200Ah	£69.98	£83.98

Clarke 3HP V TWIN AIR COMPRESSORS

FROM ONLY **£219.98** EX VAT
£263.98 INC. VAT

TIGER 16/510

Suitable for powering all common air tools & spray equipment

Clarke HYDRAULIC PRESSES

PROFESSIONAL QUALITY

Built for tough daily use in automotive/industrial workshops

All models include gauge

MODEL	EXC.VAT	INC.VAT
4 ton bench	£129.98	£155.98
10 ton bench	£189.98	£227.98
12 ton floor	£239.98	£287.98
20 ton floor	£399.00	£478.80
50 ton floor	£1598.00	£1917.60

FROM ONLY **£129.98** EX VAT
£155.98 INC. VAT

* Available with/without 7 pce pin, bracket & pressing plate + Without kit

Clarke AUTOMOTIVE WHEEL DOLLY SET

AWD1

BIG 3" CASTORS

FROM ONLY **£44.99** EX VAT
£53.99 INC. VAT

PER PAIR

Four swivel castors for easy movement in confined spaces + Heavy duty steel construction - load rating 500kg per dolly

Clarke HYDRAULIC BOTTLE JACKS

FROM ONLY **£7.99** EX VAT
£9.99 INC. VAT

Telescopic Range

MODEL	EXC.VAT	INC.VAT
CR2	£7.99	£9.99
CR25	£11.99	£14.99
5 tonne	£49.98	£59.98
6 tonne	£14.99	£17.99

Clarke BATTERY CHARGERS/ENGINE STARTERS

FROM ONLY **£47.99** EX VAT
£57.99 INC. VAT

- Ammeter
- Multi-position charge regulator
- Overload protection on charging cycle

MODEL	MAX AMPS	CHARGE/BOOST	EXC.VAT	INC.VAT
BC100N	15/100	£47.99	£57.99	
BC130C	15/100	£61.99	£74.99	
BC190	38/180	£89.98	£107.98	
BC210C	15/120	£94.99	£113.99	
BC410E	35/400	£119.98	£143.98	
BC205N	30/200	£169.98	£203.98	
BC520N	50/510	£179.98	£215.98	
BC430N	60/400	£369.00	£442.80	

*was £155.98 inc.VAT *was £227.98 inc.VAT

Clarke 3HP V TWIN AIR COMPRESSORS

FROM ONLY **£219.98** EX VAT
£263.98 INC. VAT

TIGER 16/510

Suitable for powering all common air tools & spray equipment

Clarke X-PRO AIR TOOLS

CAT127

FROM ONLY **£19.98** EX VAT
£23.98 INC. VAT

HUGE CHOICE IN-STORE/ONLINE

MODEL	DESCRIPTION	EXC.VAT	INC.VAT
CAT127	3" Cut off tool	£22.99	£27.99
CAT128	1/4" Die Grinder	£19.98	£23.98
CAT131	1/2" Impact Wrench	£59.98	£71.98
CAT132	13Pc 1/2" Impact Wrench Kit	£74.99	£89.99
CAT133	3" Cut Off Tool & 1/4" Die Grinder	£47.99	£57.99
CAT134	1/2" Reversible Ratchet	£34.99	£41.99
CAT136	6" Dual Action Sander	£34.99	£41.99
CAT137	3/8" Keyless Reversible Drill	£34.99	£41.99
CAT139	150mm Air Hammer inc 4 Chisels	£19.98	£23.98

Clarke ARC ACTIVATED HEADSHIELDS

CWH6

FROM ONLY **£39.98** EX VAT
£47.98 INC. VAT

CWH7

FROM ONLY **£44.99** EX VAT
£53.99 INC. VAT

CWH8

FROM ONLY **£44.99** EX VAT
£53.99 INC. VAT

Activates instantly when Arc is struck

Protects to EN379 + Suitable for arc, MIG, TIG & gas welding

Clarke NO GAS/GAS MIG WELDERS

Professional type torch with on/off control + Thermal overload protection + Turbo fan cooled

Easy conversion to gas with optional accessories

FROM ONLY **£109.98** EX VAT
£131.98 INC. VAT

no gas only *was £203.98 inc.VAT

MODEL	MIN/MAX AMPS	EXC.VAT	INC.VAT
MIG 102NC	35/90	£109.98	£131.98
MIG 145	35/135	£149.98	£179.98
MIG 152	40/140	£164.98	£197.98
MIG 180	40/160	£179.98	£215.98
MIG 196	40/180	£199.98	£239.98

Clarke PRO 7" SANDER/POLISHER

CP185

FROM ONLY **£69.98** EX VAT
£83.98 INC. VAT

Pro sander polisher, includes hook & loop backing pad and hook & loop wool polishing bonnet + 1200w motor

Clarke DIGITAL VERNIER CALIPERS

Dual scale calibration in 0.01mm & 0.0005" units

Locking screw feature for batch measurements

Supplied in a case

Also in-stock CH265 300mm Digital Caliper only **£36.99 EXC.VAT** **£44.99 INC.VAT**

FROM ONLY **£16.99** EX VAT
£20.39 INC. VAT

Clarke 3-IN-1 SHEET METAL MACHINES

Bend, Roll & Shear metal up to 1mm thick + Min. Rolling Diameter 39mm

Bending angle 0-90°

MODEL	BED WIDTH	EX VAT	INC VAT
SBR305	305mm	£179.98	£215.98
SBR610	610mm	£359.00	£430.80

Clarke NO GAS/GAS MIG WELDERS

Uses flux cored steel wire, which creates own gas shroud as it burns

FROM ONLY **£169.98** EX VAT
£203.98 INC. VAT

MODEL	AMPS	EXC.VAT	INC.VAT
90EN	24-90	£169.98	£203.98
105EN	30-100	£209.98	£251.98
151EN	30-150	£209.98	£251.98
160EN	30-150	£259.98	£311.98

Clarke ARC WELDERS

For home user, automotive and industrial applications.

FROM ONLY **£49.98** EX VAT
£59.98 INC. VAT

SEE THE FULL RANGE ONLINE & IN-STORE

*Turbo fan cooled

*was £107.98 inc.VAT

MODEL	AMPS	EXC.VAT	INC.VAT
EAT10	40-100	£49.98	£59.98
EAT65	65-160	£64.99	£77.99
115N	30-110	£64.99	£77.99
EAT200	60-200	£87.99	£105.99
160N	40-150	£67.99	£81.99
190N	50-185	£94.99	£113.99
190TEN	35-180	£139.98	£167.98
235TEN	40-210	£149.98	£179.98

Clarke ANTI FATIGUE FOAM FLOORING

6 interlocking foam tiles protect flooring & provide comfort when standing or kneeling

Each tile is 610x610mm & includes detachable, yellow borders

FROM ONLY **£19.98** EX VAT
£23.98 INC. VAT

FOR 6 TILES

Clarke LOAD LEVELLER

Max load capacity - 500kg

Fine screw adjustment for precise leveling

FROM ONLY **£29.98** EX VAT
£35.98 INC. VAT

CM145

INCLUDES CHAINS AND HOOKS

Clarke 6 SPEED METAL LATHE WITH 12 SPEED MILL DRILL - CL500M

FROM ONLY **£849.00** EX VAT
£1018.80 INC. VAT

FULL RANGE OF ACCESSORIES IN STOCK

430mm between centres + Compound slide with 4 way tool post + Power feed screw cutting facility + Forward/reverse lathe operation + Clutch for independent mill/drill operation

ALSO AVAILABLE: CL430 - As above but without the Mill/Drill head **£699.00 exc.VAT** **£838.80 inc.VAT**

Clarke MIG WELDERS

Quality machines from Britain's leading supplier

See online for included accessories

FROM ONLY **£179.98** EX VAT
£215.98 INC. VAT

MODEL	MIN-MAX AMPS	EXC.VAT	INC.VAT
PRO90	24-90	£179.98	£215.98
110E	30-100	£214.98	£257.98
135TE Turbo	30-130	£239.98	£287.98
151TE Turbo	30-150	£269.98	£323.98
165TEM Turbo	30-155	£339.00	£406.80
175TECM Turbo	30-170	£399.00	£478.80
205TE Turbo	30-185	£429.00	£514.80

*was £490.80 inc.VAT *was £539.98 inc.VAT

Clarke 24V CORDLESS IMPACT WRENCH

Inc. 17, 19, 21 & 23mm chrome vanadium sockets

2x 24V Ni-Cd batteries & 1 hour fast charger

FROM ONLY **£107.98** EX VAT
£129.98 INC. VAT

HEAVY DUTY

HEAVY DUTY

FROM ONLY **£89.98** EX VAT
£107.98 INC. VAT

CIR220 ONLY

Clarke ENGINE CRANES

FROM ONLY **£149.98** EX VAT
£179.98 INC. VAT

MODEL	DESC.	EXC.VAT	INC.VAT
CF500E	1/2 ton folding	£149.98	£179.98
CF100	1 ton folding	£154.99	£185.99
CF1000LR	1 ton long reach	£199.98	£239.98

Folding and fixed frames available

Robust, rugged construction

Overload safety valve

Full tested to proof load

CFC100

Clarke TOOL CHEST AND TOOL BAGS

SAVE OVER £61 OFF OUR NORMAL PRICE

ALL THIS ONLY **£259.98** EX VAT
£311.98 INC. VAT

329 HAND TOOLS

This great value set includes CTC900B 9 drawer chest & CTC500B 5 drawer cabinet

Includes the most popular sockets, spanners, pliers, drivers, wrenches etc

Clarke 6 SPEED METAL LATHE WITH 12 SPEED MILL DRILL - CL500M

FROM ONLY **£849.00** EX VAT
£1018.80 INC. VAT

FULL RANGE OF ACCESSORIES IN STOCK

430mm between centres + Compound slide with 4 way tool post + Power feed screw cutting facility + Forward/reverse lathe operation + Clutch for independent mill/drill operation

ALSO AVAILABLE: CL430 - As above but without the Mill/Drill head **£699.00 exc.VAT** **£838.80 inc.VAT**

Clarke JUMP STARTS

Provides essential home, garage and roadside assistance
Integral work light
910 includes air compressor
Long life battery

MODEL	START BOOST	PEAK AMPS	EXC.VAT	INC.VAT
900	400A	900A	£52.99	£63.99
910	400A	900A	£59.99	£71.99
4000	700A	1500A	£114.99	£137.99
12/24 1000A@12v	2000A@12v		£129.99	£155.99
500A@24v	1000A@24v			

EXTRA LONG 1m LEADS
HEAVY DUTY 17KG

FOR OVER 15,000 PRODUCTS

NEW 500 PAGE CATALOGUE

over 1100 PRICE CUTS & NEW PRODUCTS

Machine Mart

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INCLUDING Xtra NEW SPECIALIST TOOLS & MACHINERY visit machinemart.co.uk

Clarke HEAVY DUTY INSTANT GARAGES/WORKSHOPS

- Ideal for use as a garage/workshop
- Heavy duty powder coated steel tubing
- Ratchet tight tensioning

ZIP CLOSE DOOR

MODEL	SIZE (LxWxH)	EXC.VAT	INC.VAT
CIG1015	4.6 x 3 x 2.4M	£219.00	£262.80
CIG1216	4.9 x 3.7 x 2.6M	£259.00	£310.80
CIG1020	6.1 x 3.7 x 2.4M	£269.00	£322.80
CIG1220	6.1 x 3.7 x 2.5M	£299.00	£358.80
CIG1224	7.3 x 3.7 x 2.5M	£379.00	£454.80

10' RANGE NARROWER WIDTH GREAT WHERE SPACE IS TIGHT
LENGTH UP TO 24'

Clarke INVERTER GENERATORS

Produces pure sine wave & stable power, essential for computers & sensitive equipment

- Max output: IG1000, 1000W Max output: IG2200, 2200W
- 4 stroke engine
- Super quiet running (only 64dBa at 7m 1/4 load)
- Low oil shut down

MODEL	EXC.VAT	INC.VAT
IG1000	£389.99	£467.99
IG2200	£229.99	£275.99

Clarke ENGINE DIAGNOSTICS

MODEL	EXC.VAT	INC.VAT
E0BD Fault Code Reader	£39.99	£47.99
Engine E0BD/OBD2	£54.99	£66.99
Fault code reader		
Engine Diagnostic & E0BD/OBD2 Fault Code Reader	£99.99	£119.99

Clarke TAP & DIE SETS

High quality tungsten steel

Supplied in metal storage case (except 16pce)

TYPE	EXC.VAT	INC.VAT
16pce Metric	£14.99	£17.99
24pce UNC/UNF/NPT	£19.99	£23.99
24pce Metric	£23.99	£28.79
33pce Metric/UNF/BSP	£31.99	£38.39
32pce Metric	£41.99	£50.39

#28pce Best Budget Buy, 33pce Recommended.

Clarke SPRAY GUNS

HUGE CHOICE IN-STORE/ONLINE

MODEL	DESC	EXC.VAT	INC.VAT
PRO12C	1.2mm	£19.98	£23.98
14C/18C	1.4mm, 1.8mm		
PGF14	Pro. Gravity	£24.99	£29.99
SP14/18C	1.4mm/1.8mm	£27.99	£33.59
HVLP	AP15, 2.2mm	£27.99	£33.59

was £32.39 inc.VAT

Clarke HEAVY DUTY PETROL POWER WASHERS

PLS195

FROM ONLY £199.00 EX.VAT £238.00 INC.VAT

GREAT FOR REMOTE LOCATIONS CAN DRAW OWN WATER

Honda & Diesel engine models available

Clarke PARTS WASHERS

FROM ONLY £39.98 EX.VAT £47.98 INC.VAT

PARTS WASHER FLUID FROM £4.99 EX.VAT £5.99 INC.VAT

MODEL	TANK CAP.	TYPE	EXC.VAT	INC.VAT
CW2D	10Ltrs	Bench	£39.98	£47.98
CW1D	45Ltrs	Floor	£99.98	£119.98
CWM20	22.5Ltrs	Floor	£144.98	£173.98
CW40	75Ltrs	Floor	£159.98	£191.98

Clarke GARAGE MATTING

Premium hard wearing poly vinyl - reduces impact and vibration damage

Simply rolls out onto floor

Chequer plate design

Easy clean

Dims (WxH): 2400 x 1200mm

CSDPGM-S

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From Concourse Road Build to Full Race Rally

Almost 16 years on from leaded four-star fuel being banned in the UK, has the process of converting your classic Ford's engine to cope with unleaded fuel changed? We speak to specialists, Cylinder Head Developments to find out what's different now, what's improved and what you need to do to get your classic Ford running correctly — and safely. Plus see how Jon's progressing with his Mk1 Cortina Estate, get technical advice from our experts and find out what to loom for when buying a Corsair — it's all here.



WEBER 38 DGAS

How to rebuild the twin-choke carb so it's back on song.

84

ON TEST: SPANNERS

Eight adjustable spanners put through their paces.



96

CORSAIR 1500

What to spot, what to pay for the '69s saloon.



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Complete guide to the 1500 models.

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How To

Rebuild a Weber 38 DGAS

Big-daddy twin-choke carb in need of some TLC? Here's how to service it.

Weber carburettors are hugely popular in the classic Ford world, either as original equipment or as an aftermarket upgrade. We overhaul a Weber 38 DGAS, which is a twin-choke, downdraught carb with synchronised opening of the two throttles. Ford fitted the 38 DGAS to 3-litre Essex V6 engines, powering the Capri and Granada, and these beautifully engineered carbs can also be used as an upgrade on the 2-litre Pinto. Other Weber downdraught carbs including 40 DFA, 40 DFAV and 34 DGAS can be serviced following same the principles shown here.

Well-fettled Webers are precision instruments that will give excellent performance for many years but eventually, wear and fuel-borne

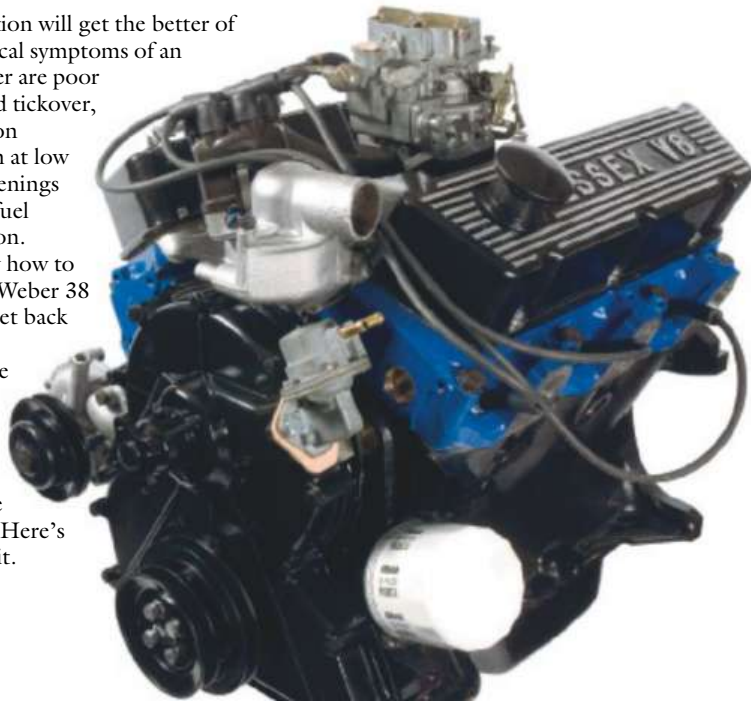
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contamination will get the better of them. Typical symptoms of an ailing Weber are poor starting and tickover, hesitation on progression at low throttle openings and heavy fuel consumption.

We show how to overhaul a Weber 38 DGAS to get back to top performance with a readily available and inexpensive service kit. Here's how to do it.





1 Cleanliness is everything when servicing carbs. Using solvents and spray carb cleaner, eye protection and gloves are essential. With petrol and flammable solvents in the work area, keep well away from all sources of ignition.



2 Before overhauling or tuning a carb, make certain the engine is in good health. Check valve clearances and ignition timing, adjusting if necessary. Consider a compression test. The carb can only be set up accurately on a healthy engine.



3 Start by removing the air filter. Four nuts inside the filter body attach to the carb top flange; these are secured with tab washers that need to be bent back. Disconnect the rubber pipe connecting the air filter assembly to the carb and lift the filter away.



4 Remove the throttle cable and all connections from the carb, including the fuel flow feed and return hoses and vacuum pipe to the distributor. Most have a water-heated auto choke, so disconnect the water hoses and be prepared to catch any escaping coolant.



5 The carb is secured to the centre of the manifold by four 5/16 inch nuts. Undo these and the carb will lift away, leaving an insulating block in place on top of the manifold. Place some clean rag in the manifold intake to prevent anything falling in!



6 Before stripping the carb, the outside must be cleaned thoroughly. We placed the carb in a tray on the workbench and cleaned using thinners and a paintbrush. Repeat the process until there's no grime left.



7 Use a genuine Weber rebuild kit that has all the necessary parts, manufactured to the original specification and suitable for modern fuel. Seals, gaskets, diaphragms and a new needle valve were included. Our kit cost under £25 and even contained alternative mixture screws for different applications.



8 Release the auto-choke operating lever by removing its small circlip and remove the brass cap from the fuel inlet filter. The quantity of rusty dirt in the filter showed this overhaul was overdue. Undo the six screws holding down the top cover of the carb.



9 Lift away the carb top with the floats, revealing the float chamber and jets. A lot more rusty dirt can be seen in the bottom of the float chamber. Some of this is bound to be blocking tiny passages in the carb body, causing poor idling and difficult starting.

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Remove any residue from the top cover's gasket. Using spray carb cleaner, remove all the dirt visible in the float chamber and cover. Don't go any further with the strip down until every visible spec of dirt has been removed, to avoid potential blockages to carb internals.



Remove the jets, accelerator pump nozzles and idle mixture screws. Most of these parts will be re-used, so it's a good idea to work on an old towel and lay them out in order. This keeps parts clean and will prevent tiny jets rolling away and getting lost.



The accelerator pump and anti-stall valve both have diaphragms that can develop leaks over time. Remove both assemblies, each secured by four screws on opposite sides of the carb body. Clean the inside of these housings with aerosol spray and place carefully to one side for refitting later.



Many poor running problems are due to blockages in the minute passages carrying fuel to and from the jets. Spray carb cleaner through every opening and blow through with compressed air then clean the jets the same way. Don't be tempted to poke with wire, as that will cause damage.



With all parts clinically clean on the bench, reassembly can begin. Refit all the jets and accelerator pump nozzles with new sealing washers where required. Take care not to over-tighten, as the fine threads can easily strip.



Fit the new accelerator pump diaphragm, carefully noting its orientation and location of the spring then repeat the process for the anti-stall valve diaphragm. Open and close the throttle to check the action. Any resistance could mean a diaphragm or spring are incorrectly positioned.



Pick the relevant idle screws from the kit and fit the sealing O-rings over the screws. Two types of screw are supplied — small brass ones for tamper proof carbs or larger steel versions for earlier non-tamper proof carbs. Fit each screw in place either side of the carb mounting flange.



The needle valve regulates fuel flow into the float chamber and the new valve is resistant to modern petrol. Fit this into the carb top and refit the float by sliding its hinge pin into place. The hook on the needle valve spring must fit correctly over the float arm.



This setting is critical. For older style brass floats, the distance from bottom of float to carb top should be 50 mm with the float down, and 40 mm with float up. For newer plastic floats, the distances are 44.3 mm and 34.3 mm respectively. Bend the float arm gently if adjustment is necessary.



Using a new gasket, refit the top cover to the carb body. Ensure the choke operating arm is located correctly and that the float doesn't snag in the float chamber. Gently tighten the six securing screws on the cover and fit the retaining circlip to the choke arm.



The two throttle butterflies must open simultaneously. Turn the carb upside down and move the accelerator arm slightly while watching the two butterflies that should open in unison. If one opens before the other, slacken the screw on one quadrant and twist on its spindle until they are synchronised.



Now start the engine. A few revolutions will be needed to refill the float chamber before it fires. It's bound to run rough at the moment — turn the idle screw to give an engine speed of about 1200rpm and allow to warm up thoroughly.



Once the engine is hot, turn the tickover down to around 750 rpm. Moving both mixture screws by the same amount, turn in or out to get the fastest, smoothest tickover. Revisit the idle speed screw and mixture screws until you achieve the best possible tickover by ear.



A new filter for the fuel inlet is supplied with the kit. Fit this and tighten its brass retaining plug. Remember this filter is very much last resort and ideally, fit another filter between tank and fuel pump in a location where it's not subjected to heat.



Finally on the bench, make rough settings for the idle speed and mixture. Undo the idle speed screw until the butterflies are just closed then screw in by one complete turn. The mixture screws should both be tightened until they just seat — no force! Turn each back two complete turns.



For smooth operation, lubricate the external linkages. Use grease on the two throttle quadrants and the heel of the accelerator pump operation arm. Other spindles and linkages should be lightly oiled.



Back to the car — make sure flanges on carb and manifold insulator block are clean then refit the carb with a new gasket, lightly greased. Tighten the four mounting nuts evenly then reconnect all hoses for vacuum and coolant, fuel pipes and the accelerator cable.



Using a gas analyser, fine tune the mixture screws an eighth of a turn at a time to get an exhaust CO reading of 3-3.5 per cent. Refit the air filter, take a test drive and enjoy silky smooth performance through the whole throttle range.

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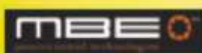
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Escort Mk 4 Gennini Cosworth.....	£775.00
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Escort Mk 5 / 6 Cosworth (for road car).....	£980.00
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Fiesta Mk 2 Wide Arch.....	£915.00
Fiesta Mk 2 XR2.....	£405.00
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Escort Mk 2 from.....	£110.25
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OUR CARS



Jon's Mk1 Cortina Estate

When life gets in the way you need to make some changes, and Jon's had to do just that, slimming his project Fords down to one...

What's been done this month:

Sold two project cars, pulled the Cortina Estate out from under a pile of car parts

Next on the to-do list:

Rework the rear chassis and interior panelwork to allow the rear seats to be fitted; take another look at the steering

Life can be a bitch and recently, it's been just that — when you get a life-threatening illness it puts things very much into perspective.

I'm not dead yet, but a reality-check means I needed to have a clear out. Two of my project cars have departed the workshop — the Mk1 Cortina two-door and my beloved Mk1 Capri with a 302 Ford V8 have both gone to new owners leaving me with the one I've always really wanted — my 1967 Mk1 Cortina Estate. Yes, and about time too, I can hear from the back!

I've a bit more life-sorting to do yet, but I've at least uncovered a buried Cortina wagon and am slowly getting back into it. I last left it needing the rear chassis section sorting — I want to fit a back seat and the way the chassis has been built to house the 8 inch Ford rear axle and adjustable five-link suspension has seriously compromised that. But I have a plan and it'll work — I will eventually have twin bench seats complete with a new-old

stock Thai Silk interior in grey, that I picked up along the way, as you do. I also need to sort the steering rack, as I was never happy with the routing around the small block Ford V8. Then again, I may just re-engineer the front to a double-wishbone set-up instead. Well, that's the current thinking, but it may all change. At least it's back!



Estate's rear is being reworked — again.

"I LAST LEFT THE ESTATE NEEDING THE REAR CHASSIS SORTING"



Cortina (left) and Capri have left the building.

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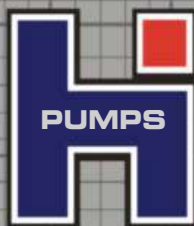
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THE KNOWLEDGE

When unleaded first started appearing, even professional engine builders had little previous experience to draw on, but with the benefit of 25 years or so the science is much more exact. For example, many alloy-head engines have proven to be perfectly happy on unleaded thanks to their standard-fit valve seat inserts. Meanwhile, it was originally suggested that converting to unleaded would require not only hardened valve seats but special bronze valve guides too. In practice that's proved to be largely unnecessary – even the brand-new Zetec cylinder head in our photos is fitted with steel guides and that was designed long after leaded fuel disappeared entirely.

Know this

Unleaded Heads

We revisit the question of unleaded fuel and classic Ford cylinder heads.

WHY UNLEADED?

So why was unleaded fuel introduced in the first place? Well, the idea of millions of engines burning fuels containing large amounts of a lead compound was understandably considered a health risk. There was also a more practical technical issue: in the interests of lower emissions, legislation was on the horizon to require catalytic converters to be fitted to all new cars and the lead in the fuel contaminated the catalyst, preventing it from doing its job.

It seems a long time ago that the green-handled pumps first started appearing at filling stations in the UK, accompanied by big charts in garages across the country denoting which cars could and couldn't use the new eco-friendly fuel without modification.

Back in the late '80s, there were still plenty of cars in daily use which were old enough to have been built before green issues and lead in fuel became an issue but these days any cars not capable of running on unleaded are largely classics.

Now, as then there are various options open to you: you can use an additive or go the whole hog and have the car converted to run on unleaded fuel.

To explain the subject properly it's first necessary to revisit the theory behind the problem. Tetraethyl lead was first added to fuel in the 1920s to allow higher

Info

Costs:
Unleaded conversion
(head supplied bare)
£150

Unleaded conversion
including stripdown,
decoke and
reassembly **£234**

Contact:
Cylinder Head
Developments,
01527 870472
www.cylinderheaddevelopments.co.uk

compression designs while combating the issue of pre-ignition or detonation, commonly known as knocking. As the lead was deposited on the valves and cylinder head it also provided a lubricating cushion for the valves, preventing the valve from eroding the valve seat. Removing the lead from fuel removed this effect, meaning that engines without sufficiently hard valve seats were in danger of the valves eroding the seats over time.

A secondary issue also arose, that of the octane level of fuel: traditionally leaded four-star had an octane rating of 98 RON while the commonly available Premium Unleaded in Europe had and still has an octane rating of 95 RON.

Some engines came as standard with sufficiently hard valve seats to run unleaded and ran quite happily on the lower octane fuel, while some had suitable valve seats

but needed the ignition timing retarded to run on the 95 RON without knocking. Many others though – typically pre-1980s cars – might have been quite happy on lower-octane fuel but didn't have sufficiently hard valve seats to do without the lubricating properties of the lead.

Nowadays, many of those cars which have since been running unleaded fuel using additives are now coming up to the point where owners might be thinking of having the cylinder head off for entirely different reasons – whether it's a top-end rebuild or performance work – in which case it makes sense to convert the head to run on unleaded at the same time.

We visited long-established cylinder head specialist Cylinder Head Developments in Bromsgrove where proprietor, Andy Weston ran us through what's involved.



The issues around unleaded fuel typically arise with engines using cast iron cylinder heads, since an alloy cylinder head is so much softer that it will have been designed to use valve seat inserts even in standard form. On this brand-new alloy head from a Zetec engine you can just see the different colour of the insert.



To convert cast iron heads for running on unleaded, a suitably hard insert is added after machining the head precisely to accept it. This is what they look like: no black magic here...



To prepare a head for the work, it's first washed off and stripped down on the bench – you need the head to be completely bare for the work.



The next step is to machine a suitable recess around the valve area for the new insert. This needs some properly complicated gear and Andy uses this Swiss-made Centronic machine.



The machine is attached to the bench by a powerful magnet and then the probe is inserted into the valve guide. The machine does its stuff and finds the exact centre, after which...



... the machining work can start. The machine cuts a precisely sized rebate perfectly aligned with the original opening. This is a Crossflow cylinder head.



With four (or eight) exhaust valves machined it's time to fit the inserts. They're an interference fit which means the insert is machined very slightly smaller than the hole. Andy uses this special press to insert them while ensuring they're kept square to the recess.



The head is then machined to bring the inserts flush with the mating face.



The insert must then be machined to the correct profile to create a valve seat and for this a special multi-angled cutter is used.



The head can then be reassembled and you're ready to run on unleaded without worries. Being a performance cylinder head specialist, Andy blends the new seat in with the head casting to make it look smart, which a common-or-garden engine reconditioner probably wouldn't do.

EXPERT CLINIC

TROUBLE WITH YOUR FORD? SEND IN YOUR QUERY AND WE'LL SORT IT OUT

Tuning the 1400 CVH engine? You're better off dropping in a 1600 and doing work to that, instead.



1400 tuning

Q I've just started to strip and rebuild a post-1986 1400cc CVH lump. As I'm on a tight budget, can I fit a 1600 head on the 1400 block? Will I gain any power from doing this, or will it lose some power?

Jack French
Email

A The 1.4 CVH is a lean-burn engine, so you'll have to do an enormous amount of work on it before you even start to see any power gains. The 1.6 head won't fit for a start — the bore on the 1.4 is 77.2 mm, while the 1.6 has a 79.9 mm bore. The most important thing is that the lean-burn engine has a different chamber and piston design.

Only 15 per cent of the 1.6 CVH engines built were the lean-burn type, so you might be better off looking for one of the non-lean burn 1.6 litres and transplant that in before you start tuning. It's really not worth bothering with the 1.4 whereas the 1.6 has an enormous amount of potential, whether it's using injection, carbs or turbo.

The RSTurbo head and the early carb or non-EFi heads are identical. RSTurbo pistons are flat, the others have a slight hump on them.

On the CVH head, have the ports opened up and big valves fitted. Kent, Piper and Newman do a good range of cams for the CVH, but the choice will depend on what carbs you're running.

Sierra carpets

Q I am the owner of a 1995 Sierra XR8 and love the car, but it is getting old. I want to replace the carpets, but Ford SA cannot assist me. I thought maybe there is a place in the UK that does carpets for Sierras — can you suggest any?

Philip Opperman
South Africa

A Carpets for the Sierra (and just about all classic Fords) aren't

currently available to buy off-the-shelf. You may come across a new-old stock one, but it's unlikely to be the right one for your car.

You have a couple of options: get a good, used one (try GS Escorts, who despite the name stock parts for all classic Fords); or have a new one made to order by one of the classic Ford trimming specialists. Both East Kent Trim Supplies and Aldridge Trimming should be able to do this for you.

Contacts

Aldridge Trimming
01902 710805
www.aldridge.co.uk

Autopaints Brighton
01273 328698
www.autopaintsbrighton.co.uk

Burton Power
020 8518 9127
www.burtonpower.com

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www.newman-cams.com

Piper Cams
01303 245300
www.pipercams.co.uk

Rally Design
01227 792792
www.rallydesign.co.uk

Lowered Escort

Q I'd like to lower my Mk2 Ghia — it's a four-door 1.3 — but I'm not 100 per cent sure about what to do. I'm hoping to spend as little as possible and not do too much messing. I've considered lowering blocks but I'm not sure about fitting them.

Sean Ireland
Email

A Lowering an Escort is a relatively easy, and well-trod route, and fortunately for you, not a particularly expensive task. At the front, you need to invest in a pair of good-quality, lowered and uprated coil springs — it's worth buying these from a reputable source such as Burton Power or Rally Design — and -2 inch ones are fine. To fit them you'll need to remove the front struts, and getting the old springs off (and fitting the new ones) requires a pair of decent coil spring compressors — buy the best you can afford (try Frost's). If you don't feel comfortable doing this, any good local garage can swap the springs over in a couple of hours.

At the rear, the task is a little easier, and yes, lowering blocks are the easiest and cheapest route. Again, go for 2 inch ones. Fitting them is a bolt-in job, and depending on how rusty the nuts and bolts are, should take you no more than a couple of hours.

For a step-by-step guide to lowering your Ford, download a PDF from the tech section of our website: www.classicfordmag.co.uk.



Lowering an Escort is easy and cheap to do.



Replacement Sierra carpet? You'll need to get one specially made.



Paint mismatch

Q I've been repairing all the rust and rot on the outside of my Escort, and now it's time for paint. I've experimented with a little bit and it came out well, so I bought another can to do the rest but the colour match is poor at best.

I don't need it to be concours finish (and I know it won't be with a can) but I do want it to match.

Is there something really obvious I've missed out? The colour code is definitely correct.

James Lewis
Email

A The problem with Ford (and many other manufacturers) paint codes is there are often different shades of the same colour that share the same code — there are eight shades of Diamond White, for example! If he's a good one, your local paint supplier will be able to mix up a can of paint to match your existing shade if you are able to take a piece of your car's bodywork (yes, seriously) over to him. If the first one you try can't do this, ask a few others in your area, otherwise some nationwide suppliers offer a mail order service — Autopaints in Brighton, for example.

Here to help!

Problem with your classic Ford? Email your query to classicford.ed@kelsey.co.uk or write to us at the address on page 5.



GOING NORMALLY-ASPIRATED

Q After seeing plenty of Mk2 Escorts with Cossie engines in Classic Ford I want to do the same thing. I don't want to run it with a turbo though, I want to run it on twin Webers. Is it simply a case of removing the turbo and fitting a new manifold for the carbs, or will I have to do work to the internals of the Cossie engine?

Brian Gordon
Email

A "If you want to run the Cossie as a naturally-aspirated engine, there's quite a lot of work to be done," says Cylinder Head Developments' Andy Weston. "The compression ratio is governed by the crown height of the pistons so they'll need to be replaced to bring the compression ratio up to the right level. These are available off-the-shelf and any good engine builder could supply them for you."

"Next on the list, the cams will have to be replaced. People fit Cossie engines, fit carbs and then they're surprised that it's as flat as a pancake. Turbo cams have a very short duration and low lift - the standard Cossie cam has a duration of approximately 240 degrees, the naturally-aspirated cam for the same engine gives 278 degrees duration. You won't get

enough fuel/air into the combustion chamber if you leave the turbo cams in and the engine will never give its full potential.

"Finally, the head. The inlet ports need to be opened up, as the turbo only needs very narrow ports. That's the basic requirement to get the engine to work well but you can go as far as your pocket will let you. There's loads available to tune the Cosworth engine now and the parts don't have to come from Cosworth - which is good as they can be very expensive and hard work to get hold of.

"You can spend anything from £400 to get the basic head work done up to a full race Group A-spec, for at least £4000. Then you're looking at the full race-monster head.

"One last thing to bear in mind when tracking down an engine for the transplant is that many of them will have already been modified and subsequently used hard. The Cosworth head, like all aluminium heads, is very vulnerable to mistreatment. Overheating in particular can cause problems with warping. Cossie heads can only be skimmed two or three times - you take 0.005 inch to 0.010 inch off them at a time. If it's been skimmed three times, you can't take any more off. Be careful what you're buying."

QUERY OF THE MONTH

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On test: ADJUSTABLE SPANNERS

Versatile, worthwhile Jacks-of-all-trades or masters-of-none?
We give eight of the best a fair trial.

Words Gary Stretton Photos Gerard Hughes



ADJUSTABLE SPANNERS: WE LOOKED AT

1. Quality of the jaws

Are they well-machined to reduce possibility of rounding off nut and bolt heads?

Are they comfortable to hold and exert force without the potential for knuckle-scraping slipping of hands.

2. Strength of mechanism

We tested them at 30 lb.ft, which proved to be the limit of your expectations for a tool that might see only occasional use.

4. Overall value

How much do you want to spend?

3. Handle ergonomics

5. Other redeeming features

Toughened finishes, graduated scales and other additions might prove very useful.

Your secret is safe with us – you have used an adjustable spanner. Whether in desperation or necessity, the adjustable spanner (wrench) often assumes the role of super-spanner, capable of feats nothing else in your tool box can match.

They have a dark side, too. Used incorrectly or if of poor quality they can do a great deal more damage than good. Serious mechanics scoff at the validity of using an adjustable, but as a compact tool or go-anywhere assistant they have their place.

Our task was to find out if it's advisable to suggest keeping one in your glovebox, confident it could be relied upon when needed. There's no shortage of variations, so let's assume they're more popular than many would like to admit. But which is best?

Contact: www.silverlinetools.com

SILVERLINE CHROME 150 MM

The smallest from a set of three, Silverline's bargain basement spanner is the traditional adjustable. For your tenner (for the set of three), plus change you get no measuring graduations for quick reckoning of size. It was the only adjustable tested that seized after the 30 lb.ft test. The mechanism did free off again, to be reused.

We like:

- ▲ Three adjustables for less than £10.
- ▲ Drop-forged, carbon steel.
- ▲ Mechanism adjusted easily enough.

Also worth considering:

- ▼ Jammed under our test load.
- ▼ Potentially slippery handle design.

£9.49

SCORE
4/10



Contact: www.silverlinetools.com

SILVERLINE VANADIUM 150 MM

Its heavy duty, satin finish chrome vanadium steel has the look of very pale bronze and features precision-ground slides. In operation the spanner it worked fine, although the non-parallel jaws make rounding off nut and bolt heads more likely.

We like:

- ▲ Jaw was easy to operate.
- ▲ Available in four sizes.
- ▲ Inexpensive.

Also worth considering:

- ▼ Potentially slippery handle design.
- ▼ Jaws not quite parallel.
- ▼ Graduated scale not easy to read.

£3.47

SCORE
5/10



Contact: 01926 815000
www.lasertools.co.uk

LASER LIGHTWEIGHT 150 MM

Laser's lightweight chrome vanadium version was the lightest on test. Its jaws are machined well and it coped with our test well.

- ▲ Passed the 30 lb.ft test well.
- ▲ Available in four sizes.

Also worth considering:

- ▼ Potentially slippery handle design.
- ▼ Graduations difficult to read at times.

We like:

- ▲ Lightweight feel doesn't compromise leverage.

£8.26

SCORE
6/10



Contact: 0800 371822
www.axminster.co.uk

AXMINSTER RATCHET ADJUSTABLE

Certainly the most unusual adjustable tested here. It's only available in one 250 mm size, so larger than the others tested. It can be used in ratchet mode or locked in normal mode. Plenty of leverage on offer, though fiddly to use in tight spaces.

- ▲ Ratchet head useful in some scenarios.
- ▲ Walked the 30 lb.ft test.

Also worth considering:

- ▼ Unwieldy on small nuts and bolts in ratchet mode.
- ▼ Ratchet system needs access to work.
- ▼ Good leverage from comfortable handle.

We like:

- ▲ Chunky, solid feel.

£19.45

SCORE
6/10



Contact: 02380 494333
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We like:

- ▲ Well machined with smooth jaw wheel.
- ▲ Available in six sizes.

Also worth considering:

- ▼ Potentially slippery handle.
- ▼ Felt close to its limit at 30 lb.ft.
- ▼ No graduated scale on head.

SCORE
6/10

£17.35



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We like:

- ▲ Good budget quality from Sealey.
- ▲ Coped with our 30 lb.ft torque limit.
- ▲ Available in six sizes.

Also worth considering:

- ▼ Potentially slippery handle.
- ▼ No graduated scale.

SCORE
6/10

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DRAPER BLACK PHOSPHATE

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We like:

- ▲ Phosphate finish also provided less slippery handle.
- ▲ Pleasingly machined head and jaw.
- ▲ Smooth mechanism felt good in use.
- ▲ No problem with the 30 lb.ft test.

Also worth considering:

- ▼ Though less slippery, handle less comfortable than some tested.

£18.05

SCORE
7/10



Contact: 01284 757500
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SEALEY 150 MM

Lightweight design using drop-forged, chrome vanadium steel with a Ni-Fe finish. Featuring hardened and heat-treated precision jaws. Black handle has grip indents making it more comfortable in use.

We like:

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- ▲ No problem with our 30 lb.ft test.
- ▲ Excellent mechanism didn't snag after exertion.

Also worth considering:

- ▼ Scale visibility should be better for the price.

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SCORE
8/10



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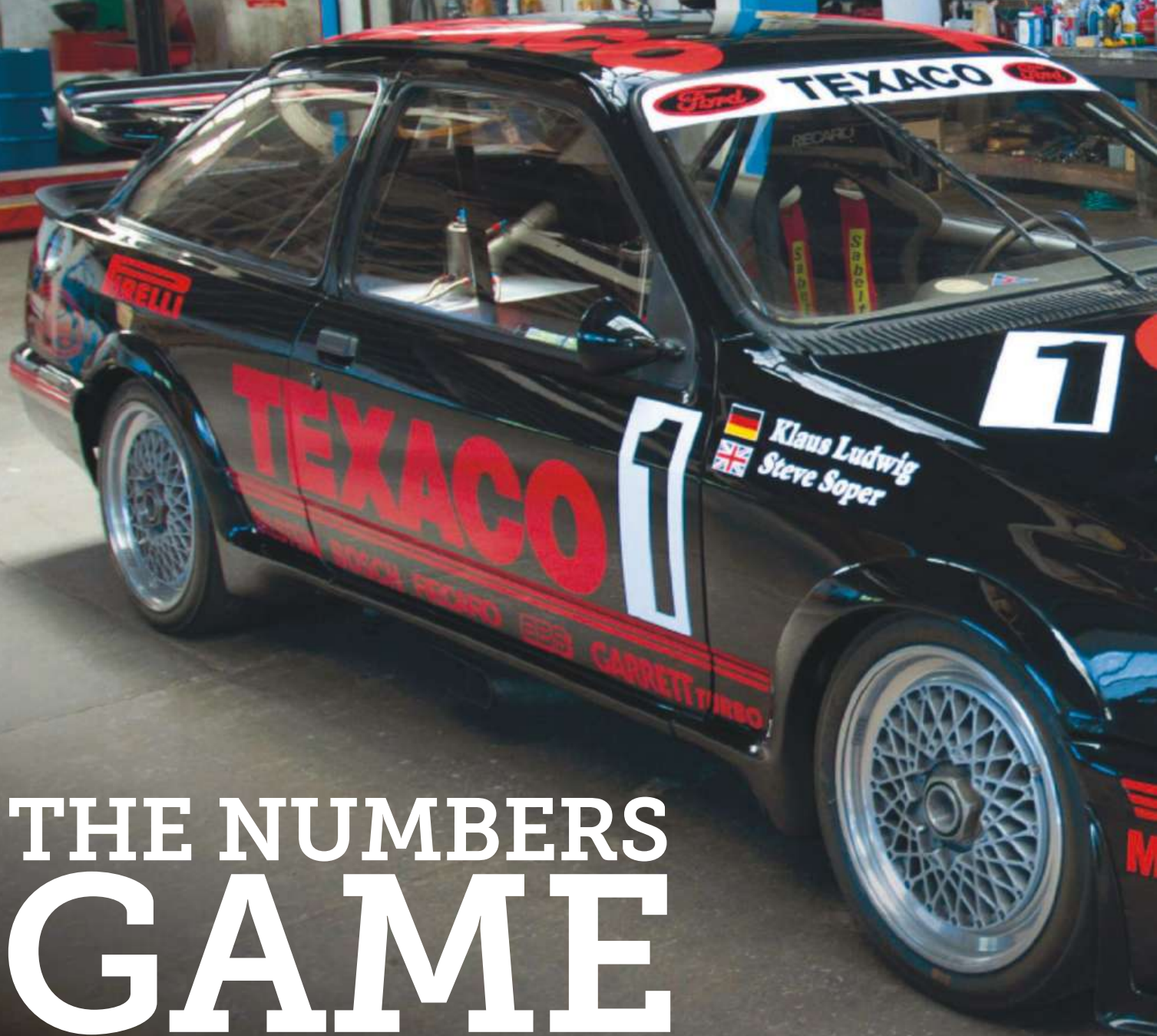
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THE NUMBERS GAME

As far as Sierra RS500s go, the Eggenberger Touring Cars are right up there, and this 550 bhp monster — car number one — is as good as it gets.

Words and Photos Aaron Mai

**"THIS IS THE
FAMOUS NUMBER
ONE MACHINE,
BUILT TO DEFEND
THE 1987 WORLD
TOURING CAR
CHAMPIONSHIP
CROWN"**

In 1987, the arrival of Eggenberger and the Sierra RS500 sent shockwaves through the motorsport world. Switzerland's finest 500-horsepower Touring Cars were touted by the competition to break. But opinions changed when it turned out that all the Eggenberger cars did was break the spirit of their competition.

The head of Eggenberger Motorsport's operations at the time, Ruedi Eggenberger was no stranger to Touring Car racing — he was already a successful driver with a wide range of knowledge from BMWs to Detomasos. With experience in the European Touring Car Championship (ETCC), as well as Monza and Nürburgring 1000 km endurance events, Ruedi brought a wealth of knowledge to the table when he established Eggenberger Motorsport in Switzerland.

Only six of the infamous Texaco machines were produced by Eggenberger Motorsport, of which just three known cars remain. This particular example is chassis number 99269, the famous Number 1 machine built to defend the 1987 World Touring Car Championship crown. After the sudden cancellation of the 1988 season due to escalating costs facing teams, and the inclusion of evolution models, the BMW M3 Evo and RS500 entrants were utterly dominant over anyone else, making it a two-horse race. It was then that the Eggenberger team concentrated their attention on the 11 rounds of the 1988 ETCC. It turned out to be a class act with the car claiming five wins, three seconds, and one third place finish at the hands of drivers Klaus Ludwig, Klaus Niedzwiedz, Pierre Dieudonné, and Britain's Steve Soper.

Changing teams

After a year of running in Deutsche Tourenwagen Meisterschaft (DTM) through 1989 the car was then sold to Japan's Le Mans pilot, Yojiro Terada, and the ART Racing Team. After the final race of the Japanese Touring Car Championship (JTCC), the car was retired and purchased by Fuji Speedway for their museum. In 2002 the collection was broken up and number 99269 was sold to English-based collector, Martin Johnson who then returned it to its iconic red-on-black livery. The chassis was cross-referenced with the help of Ruedi Eggenberger using original paperwork and the exact identity of the car was discovered, confirming this was indeed the real deal. Besides being a special piece of motorsport history, it is the exact machine immortalised by model companies, AUTOart and Tamiya — another facet that makes the car all that more special, and adding another chapter to its history.

In 2007 Kiwi, Neil MacFarquhar saw 99269 appear on a British auction site, and decided that passing up on a genuine Eggenberger RS500 race car was something he couldn't do. After the iconic race machine made its way from the UK to New Zealand it spent some time on show in Neil's Ford dealership, until he decided that it would be nice to be able to drive it in anger from time to time on the circuit.

Initially, it was decided that a refresh was the order of the day, although before long that refresh had turned into a 300-hour, all-or-nothing rebuild. The ground-up rebuild was entrusted to Octane Automotive (octaneautomotive@extra.co.nz) who are no strangers to restoring iconic motorsport machines. Initially, it was unknown exactly



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JUNE 2015: OLD SCHOOL RULES. 2 LITRE CROSSFLOW HARRIS ANGLIA, CAPRI RS2600, RESTORED THAMES 300E, V8 INTO CAPRI GUIDE, DIY FIESTA BRAKES, CAPRI BUILD MK3 TURBO, SHELLSPORT MEXICO GENUINE RACE CAR RESTORED.



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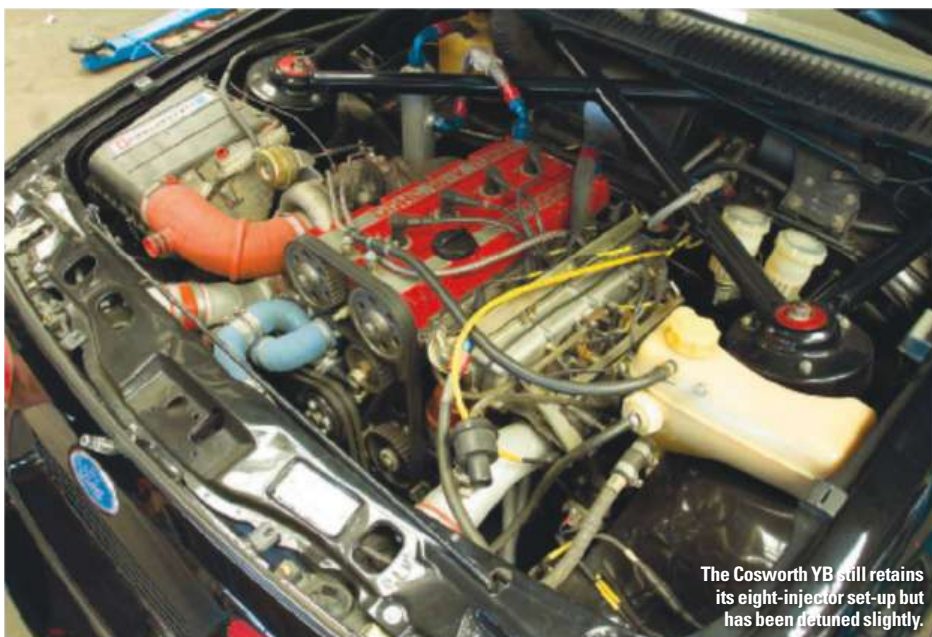
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The RS500's current custodian is Neil MacFarquhar who runs a Ford dealership on New Zealand's north island.



Wheels are huge (for the day) 17 inch BBS split-rims.



The Cosworth YB still retains its eight-injector set-up but has been detuned slightly.

"KLAUS LUDWIG EXPLAINED THE ONLY WAY TO DRIVE THE EGGENBERGER SIERRA WAS ON THE RAGGED EDGE"

what condition the engine internals were in, although as the engine came apart they were very happy to learn that the internals were in remarkable condition considering the age and previous race conditions exerted on the RS500. After six months at Octane the Sierra was back together, and was ready to return to its rightful home, the racetrack.

In 1988 Ruedi Eggenberger had 550 horsepower seething through the car which meant a lot of elbows up and vigorous wheel-waving inside the surprisingly stock-looking interior. The RS500 was notorious for the on-off nature of how the turbo boost was delivered; the cars were quick to punish any driving mistakes with a very small margin of error. Neil remembers Klaus Ludwig explaining that the only way to drive an Eggenberger Sierra was on the ragged edge.

These days the car is sporting a slightly more sedate 350 hp. Even in its detuned state the Sierra is still lightning quick and has more than enough power to get itself into trouble if not treated with the utmost respect. Lifting the bonnet it quickly

becomes obvious why; the Cosworth YBD engine in original race spec made twice the horsepower of its Tickford-based road-going ancestor. Impressive stuff considering the road-going RS500 was already a very quick car in its time. Across the top of the engine sits two fuel rails feeding eight injectors with a Garrett T31/T04 turbine pushing 29 psi of boost. The engine is fed by a 120-litre fuel cell complete with twin fillers on either side of the car to cater for the endurance style racing of the 1980s. Then to finish it off in true Group A style, a short unmuffled dump pipe exiting forward of the rear wheel which produces a raspy, agricultural, raw, eardrum-violating engine note that sent shivers down the spine of each and every competitor who decided to take it on.

Inch perfect

The running gear underneath the car is equally as impressive, a Getrag five-speed gearbox mated up a Ford Motorsport 9 inch unit, with an oil cooler tucked away under the rear bumper that keeps the fluids at an ideal temperature away from the hot

end of the car. A set of enormous, original Eggenberger-cast magnesium arms reinforce the pedigree of the car. At a time when the RS500s were at the top of their game, not many other teams had a budget that allowed for running parts that were to a spec such as this.

The wheels are the original iconic mesh BBS 9x17 inch centre-lock alloys shrouded in Pirelli rubber. Suspension is comprised of Ford Motorsport Group A uprights, Bilstein coil-overs front and rear, and an adjustable front anti-roll bar.

Moving indoors the office has retained all of its original historical significance. These cars were not gutted like the modern day purpose-built race cars of today — these were first and foremost a standard road car modified to go fast around a racetrack. The dashboard still remains and even the factory doorcards are present. Someone with a steady hand has merely cut into the original interior so the rollcage fits seamlessly into the doors. Hidden behind the dashboard are all the computer points, and seated in the passenger's footwell is the Bosch Motronic engine management system. In the '80s this was the absolute pointy end of motorsport technology and was used in F1 at the time. Located behind what appears to be a hidden panel above the glovebox lies an innocuous looking dial — boost control. The boost could be set to either 'scary' or 'oh my →

god', depending on how brave the pilot was or how quick the team wanted to go on a single qualifying lap.

The interior isn't just period correct, but it also contains the original steering wheel and seat from when the RS500 left the Eggenberger factory. Date stamps on the Recaro and obvious wear and tear on the wheel is evidence of all the edge-of-your-seat action the car has seen while being piloted by the world's best Touring Car drivers.

Memory muscle

With the '80s Touring Car championships almost a distant memory for many, it is fantastic to see some of the original machines still out on the circuit. The '80s fielded some of the world's most renowned racing drivers, not to mention iconic race cars.

In the case of Eggenberger Texaco Number 1 it is rare to find a genuine Group A Touring Car that is in as good of a condition as when it rolled off the factory floor. When it comes to a car such as an Eggenberger Sierra, you don't just own it, you take care of it. Texaco Number 1 isn't merely a famous race car, it is a time-capsuled piece of unforgettable motorsport history. **CF**



Huge magnesium trailing arms dominate the rear end.



Side-exit exhaust must have sounded deafening.



Single dial controls display. It was simpler back then.



Dash panel hides more electrics — and boost control.



Rev counter and monitor: what more could you need?



No passengers: RS500 runs a pretty basic interior, though the factory doorcards remain in place! Recaro is the original item.

Tech Spec

Body

Ford Motorsport shell, RS500 front lip spoiler, bumpers, twin rear spoilers, bumper spacers, factory steel panels, factory glass, original ETCC Texaco livery

Engine

Cosworth YBD, Group A cylinder head, Group A pistons, Group A con-rods, Group A crankshaft, Garrett T31/T04 turbocharger, air-to-air intercooler, four external fuel pumps, eight injectors, side-exit exhaust system, Bosch Motronic engine management system, 120-litre fuel tank, Eggenberger fuel swirl tank, 16-row oil cooler

Transmission

Getrag five-speed gearbox, 9 inch Ford Motorsport differential, gearbox cooler, differential cooler

Suspension

Ford Motorsport Group A uprights, Bilstein coil-overs, adjustable front anti-roll bar, Ford Motorsport magnesium rear arms, quickrack

Brakes

Front: AP Racing four-pot callipers, AP Racing 330 mm drilled/vented discs.

Rear: AP Racing four-pot callipers, AP Racing 300 mm drilled/vented discs

Wheels And Tyres

BBS 9x17 inch centre-lock, split-rim alloys, Pirelli slicks

Interior

FIA-spec roll cage, air jacks, Recaro SPG carbon/Kevlar seat, Sabelt harness belts, Bosch LCD display, Lifeline fire extinguisher system

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Hats off to Phil Burton and Mal Capstick who took victory on round six in their Mk2 Escort.

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Round 6: Harry Flatters Rally, July 26, 2015



Grahame Standen and Jane Edington started well, but then hit a rock ending their rally.

WHERE TO WATCH THE RAC CALENDAR

Now in its third year, the RAC Rally Championship attracts top cars and drivers to the forest and gravel-based series, with classic Fords in abundance. The core of the championship are the historic Categories One (pre-1968 cars), Two (pre-1975) and Three (pre-1982), plus the Open Category for pre-1987 two-wheel-drive cars.

You can watch the action at the following rounds, or catch up after the rallies with full coverage on Motors TV and via the iRally app, or for the latest news go to: www.racrallychamp.org.

Phil Burton and Mal Capstick won again in the sixth round of the West Wales Rally Spares RAC Rally Championship, the Harry Flatters Rally on Sunday, July 26.

Despite it being his first visit to the Epynt ranges and his first asphalt rally for 22 years, Burton set a cracking pace in his Mk2 Escort to win convincingly as persistent rain hit the event. "We set off level headed and slowly built our speed," said Burton, who made excellent progress and finished ninth overall in the modern event.

The victory for Burton and Capstick has set them up as strong contenders for the overall RAC title when the season concludes on the Trackrod Rally in Yorkshire in September.

With the Toyota Starlet of local crew Layton Waters and Tudor Jenkins posting an early retirement, second place among the RAC contenders went to Barry Stevenson-



Malcolm Bayliss and Siobhan Pugh's Mk1 Escort slides its way to a fine finish on the Harry Flatters Rally.

Wheeler and John Pickavance, another crew making their Epynt debut. "That was enjoyable," said Stevenson-Wheeler. "Our aim was to do nothing daft and try to learn the place a bit for the next time."

Rocky end

Among the historic crews in the RAC Championship, Grahame Standen and Jane Edington (Mk2 Escort) were expected to set the pace, but slid off on wet grass and hit a large boulder. Though there was considerable damage to the car, the crew members were OK.

Instead, Malcolm Bayliss and Siobhan Pugh battled home despite worries over the gearbox in their Mk1 Escort. It was the first experience of asphalt rallying for the Welsh crew, with the prime target being to pick up a good haul of championship points.

The Harry Flatters Rally was organised by Brecon Motor Club.



Epynt first-timers, Barry Stevenson-Wheeler and John Pickavance finished second — a great result.

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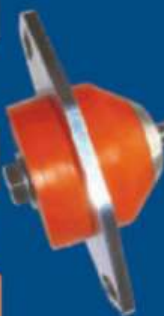
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Good to see Martin Smith's 14 twin-cam Anglia back out — for the first time since 2009.



Traction problems haunted Chris Todd's rwd Fiesta at VW Action. He still ran a 10.4-second pass, though...



Sorted Pop plus Cosworth equals big fun for Mark Thorogood.

Old Skool Ford Drag Challenge 2015

**Round 6:
VW Action,
Santa Pod,
August
22-23**

With just one round left to go this year, there's everything to play for, and round six at VW Action didn't disappoint in the speed stakes.

The penultimate round of 2015 found the Old Skool Ford Drag Challenge hardcore back at Santa Pod as invited guests at VW Action. Acclaimed to be the longest-running VW show in the world and as the only Fords in a sea of VWs there was much to prove. Our racers did not disappoint and with the boost turned up a smidge, Kev Jenkins pulled in a spectacular 8.59 Personal Best, the four-pot Vauxhall engine propelling him across the line at a staggering 157 mph!

Traction was an issue for a number of entrants and since a change of tyres earlier in the season, Chris Todd in his Scooby-powered Mk1 Fiesta has continued to be dogged by a lack of grip and finished his weekend with a 10.4, almost half a second down on his season's best. While Cossie-powered Mk1 Escort man, Darren Scannell was also suffering from poor grip, he managed an astounding 0.0242 reaction time but was unable to beat his previous Personal Best at this round.

Essex kitchen fitter, Steve Jennerway, in his immaculate Ashton Pinto-powered Mk2 Mexico has slowly been bringing his times down this year but this was a troublesome weekend for him. After first losing a wheelnut in the burnout box and then his glass fibre bonnet halfway up the strip, he finished this round by launching from the start line in reverse gear! Just goes to show that even the accomplished racers get it wrong sometimes.

Drag racing stalwarts, Mark Dodson in his Anglia Estate and 2014 winner, Glenn Jefferson in his Mk1 Escort both continued with a steady pace and gained some decent points in their quest to finish the 2015 season inside the top 10.

Partners, Joss Waller and Nikki Gunner double-driving their matt black, Zetec-powered Mk1 Fiesta ended Saturday with alternator problems which forced an early exit, but not before Joss pushed the little Fez into a third place finish and tucking in nicely behind

fireman, Rob White who ran a Personal Best of 14.555 in his flawless Mk3 Capri.

With just one more round to go and double points available the final round of the 2015 season will surely separate the men from the boys as it really is all to play for.

As the brilliant Colin McRae once said, "If in doubt, flat out."

TOP THREE FROM ROUND 6

1st	Kev Jenkins	Mk1 Escort
2nd	Rob White	Mk3 Capri
3rd	Joss Waller	Mk1 Fiesta

CONTACT

Old Skool Ford
www.oldschoolford.co.uk



Alternator problems for Joss Waller and Nikki Gunner. Joss still finished third, though!



Cheeky nitrous for Barry Payne's Mk1 Mex!



Steve Jennerway had a run of bad luck at VW Action in his Mk2 Mex.

OSFDC: WHAT'S IT ALL ABOUT?

The easiest and cheapest of motorsports, the OSFDC takes place at the classic drag strip of Santa Pod Raceway in Northamptonshire. Everyone is welcome to join in, whether a complete novice or old hand — the handicap system ensures that all cars are competitive, and accounts for slick and treaded tyres.

For full rules, regulations and chat about the Challenge, visit the website: www.oldschoolford.co.uk.

You can always count on Glenn Jefferson to pull-off an impressive burnout.



Darren Scannell's YB'd Mk1 Escort had traction problems, but still pulled off an astonishing 0.0242-second reaction time

Brett Wright's XE turbo 105E is now running crazy power — and all the problems that come with it.



Third place for Rob White and his clean, Pinto-powered Capri.



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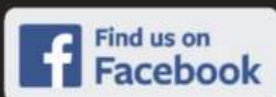
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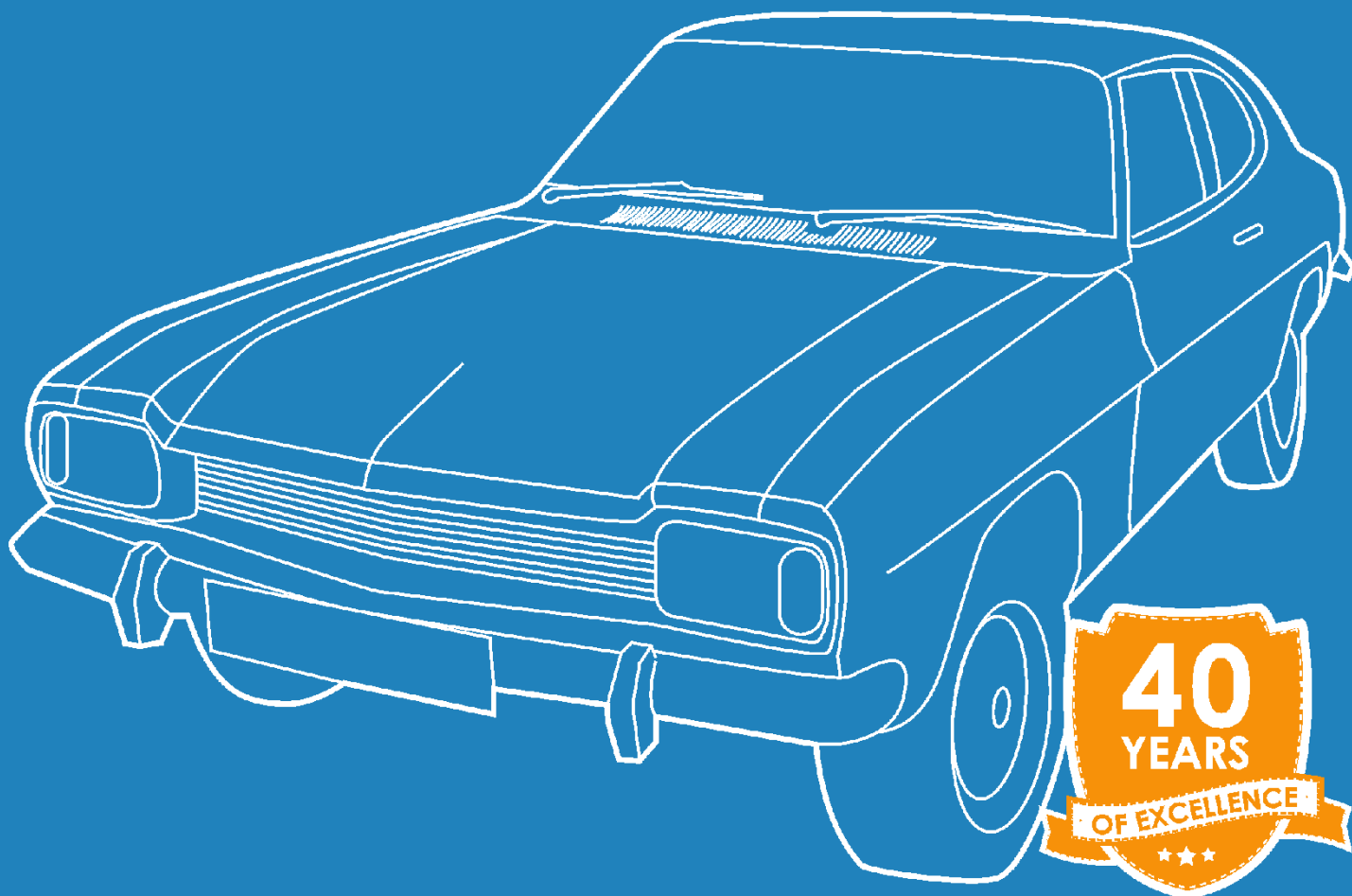
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BUYER'S GUIDE

CORSAIR 1500

Transatlantic styling and the reliable underpinnings of the Cortina — the Corsair has plenty to offer.

Words Christian Tilbury Photos Gerard Hughes

Filling the void left by the short-lived Consul Classic and delivering a more upmarket offering than the Cortina, Ford's Consul Corsair was a masterclass in how to manufacture a money-making model without incurring sky high development costs.

It might have had styling cues reminiscent of the 1961 Thunderbird, but the strikingly sleek Corsair actually had much more in common with the cheaper Cortina. Although considerably longer and having an extra 3 inches added to its wheelbase, the Corsair shared its smaller stablemate's track, scuttle, bulkhead, door shells and the vast majority of glass.

Customers could choose from standard, Deluxe and GT levels of trim, while both two-door and four-door body styles were available. Standard specification

cars were devoid of a heater and unsurprisingly found little favour with UK buyers, most instead opting for the more refined Deluxe with its extra brightwork and choice of two-tone paint.

The Deluxe could also be ordered with bucket seats and a floor gearchange to replace its front bench and column change, while both were standard on the GT. The sporty flagship model also received stiffer suspension, a centre console, rev counter, oil pressure gauge and ammeter. The addition of a Weber carburettor and better manifolds went some way to giving the GT an extra 19 bhp over its similarly-engined brethren too, all three model lines using the Cortina Super's 1498cc Kent engine.

The willing four-cylinder motor meant the Corsair more than kept pace with its rivals, but the Corsair was built for comfort rather than

speed. Indeed, rear seat passengers enjoyed nearly 10 cm more knee and legroom than in the Cortina, while Autocar magazine raved that the seats were 'without question the best Ford has produced'.

Perhaps unsurprisingly then, there was soon a 12-week waiting list for the Corsair as car buyers lapped up the newcomer's fusion of finesse and refinement. Which all begs the question, why did Ford go and arguably spoil it by swapping the Kent motor for a much harsher V4? Although the V4 had more torque, feedback to the change was less than enthusiastic and the 1500's demise was considered to be all too soon.

Nowadays, and no matter what's powering them, all Corsairs are in high demand. However, if you want a taste of what really set the model apart back in the day, the original 1500 really is hard to beat.



THE OWNER

Paul Phillips

Wanting an early Corsair, Paul Phillips bought his January 1964-registered Deluxe in 2008. In fact, he'd found it two years earlier after the highly original Corsair surfaced after more than 20 years in storage, but it took some perseverance to twist the new owner's arm to part with the 88,000-mile example. Once in Paul's care, he set about bringing the essentially solid Corsair up to scratch, first of all getting it through a MoT and then subsequently having new valances fitted, fresh metal let into the wings and a complete respray. "It's really easy to drive, comfortable and very practical, but it's the Corsair's style that I like the most," said Paul. "In its period it was a really bold, standout design and there was nothing else like it."

"THERE WAS A 12-WEEK WAITING LIST FOR THE CORSAIR AS BUYERS LAPPED UP ITS FINESSE"



BODYWORK

Commonly rusted areas are the boot corners, lower rear quarters, rear arches, slam panel and wings, chassis rails, A-pillars, outriggers, strut tops, sills and where the bulkhead and inner wings meet. The rear roof pillars can also be badly rotted, early cars often rusting behind the alloy trim piece that is unique to 1500 models and near impossible to replace. GT chrome is also scarce and although decent reproduction panels and repair sections are available, they don't come cheap — reckon on over £600 for a new lower front valance and nearly £150 just for a wing repair panel. Sills aren't too costly, but cheaper pattern parts need careful inspection as they often don't fit the banana-esque profile of the originals and subsequently mess up all the panel gaps. Rear screen rubbers can be troublesome to renew, the rear screen being taller than than the Mk1 Cortina and an alternative being to modify a Mk2 Cortina item.



INTERIOR

Decent second-hand trim is near non-existent, although reproduction door panels, headlinings and some seat covers are thankfully available. The seats themselves can also suffer from rotten

frames — give them a shove to see if the metal's still sound — and it's pretty much impossible to replace the tilting front items of the two-door model, so check carefully.

ELECTRICS

Sidelights are prone to rotting out and it's not unusual for one headlight to be brighter than the other, the latter simply down to a poor earth. Cleaning up connections resolves the majority of problems but there's nothing that can right the GT's rev counter — it's known to be pretty much useless. Dig a bit deeper if the instruments aren't working — if the senders are OK, then it's likely that it's the hard-to-replace printed dash circuit at fault.

BRAKES

1500 components can be hard to find, so be wary of cars that have seen little use. The rear slave cylinders are particularly tricky to replace as in addition to being rare, they're also expensive thanks to being shared with the Lotus Cortina. Specialists can rebuild the callipers, but most owners tend to swap to the more efficient and available brakes of the V4.



"IF YOU WANT TO KNOW WHAT REALLY SET THE CORSAIR APART BACK IN THE DAY, THE 1500 IS HARD TO BEAT"

GEARBOX

Tired bearings will be evident by any rumbling that increases with speed, while also listen for a buzzing noise on cars with a column change that indicates wear in the mechanism where the gearlever joins onto the gearbox. A bit of whine from the back end is usually worn halfshaft bearings rather than a sickly axle.

SUSPENSION

The Corsair is prone to trashing its track control arm bushes, a clunking noise from the front over bumps and vague steering being the telltales. The pressed-steel TCAs also rot out, the best cure being to substitute them with the rarer cast items such as those on the 2000E. Play in the steering box is another cause of poor steering response and although it can be adjusted out, any tight spots mean the box needs a rebuild. The box's bottom oil seal commonly leaks oil down the idler arm, which in turn rots out the steering linkage bushes. If the idler arm itself needs replacing, it's not interchangeable with the V4's. The front struts differ to the V4 items too, but specialists can rebuild tired ones.

ENGINE



Heavy breathing points to worn piston rings, although it's not unusual for the breather pipes to be blocked or unconnected if the motor's been disturbed. Add in any blue smoke or rumbling though, and the 1498cc Kent motor is on borrowed

time. Core plugs have a tendency to rot out, while the crankshaft oil seal and timing gear cover have a tendency to leak oil. A tapping top end is normal, but any noticeable rattle is a sign of advanced wear in the timing chain's tensioner.



ONE TO BUY

1965 1500 Deluxe

Price: £4250

On sale at: Internet auction

Pros: Looks clean, solid

Cons: Minor fettling required



This early Deluxe has recently benefitted from complete inner and outer sills, together with quality repairs to the front wings and door bottoms. The carburettor has been overhauled and the radiator also recored, although the latter needs resoldering and a new exhaust is required to make the Corsair a perfect driver. An excellent, original interior with new carpet and underlay, Rostyle rims and a MoT with no advisories add to its appeal. Looking to be fairly priced, the Corsair is only being sold due to its owner of seven years having little time to enjoy it.

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TECH SPEC

(GT model)

Body

Four-door or two-door saloon, pressed steel monocoque

Engine

1498cc, four cylinders, in-line, pushrod OHV, chain-driven camshaft, cast iron cylinder head and block, five-bearing crankshaft, Weber 28/36 dual-barrel carburettor, centrifugal and vacuum ignition

Power: 78 bhp @ 5200rpm, 91 lb.ft torque @ 3600 rpm

Gearbox

Four-speed manual, all-synchromesh

Suspension

Front: independent by coil springs, MacPherson struts, telescopic dampers and 19 mm anti-roll bar

Rear: live rear axle with half-elliptic leaf springs, Armstrong telescopic dampers

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CATEGORY: ☐ FOR SALE ☐ WANTED

☐ VEHICLES ☐ PARTS ☐ MISCELLANEOUS ☐ LITERATURE & INFORMATION

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Make/Model:

Year: Price:

ADVERTISER DETAILS

Name:

Address:

Town: County:

Postcode:

Telephone:

Email (optional):

Main Text (no more than 30 words):

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Ad Contact Number:

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- Kelsey Media cannot be held responsible for illegible or inaccurate advert descriptions.
- Advertisers can include one photograph free of charge. This photo will be published subject to space and cannot be returned. Emailed digital photos must be in JPEG format.
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- Telephone numbers starting '070' are usually from our affiliate website carandclassic.co.uk. If you get a message which says 'invalid' this usually means the item is no longer for sale.

ANGLIA

ANGLIA 105E



1967, £5,750 ono. Tuned 1700 engine 2000E gearbox, Alachi suspension, Lotus steel wheels, Webasto sunroof. Cornwall. 01579 343193 (SN)

CAPRI

CAPRI



1983, £4,000. Y reg, 2.0S for sale. Has been garaged since May 1990 so in need of some tender loving care but will start. No MoT. All original interior, original wheels and factory fitted tilt and slide sunroof. Offers invited. 07921 210827

CAPRI



1979, 77,000 miles, £3,250. T-reg same as Bodie's, replacement engine in 2013, £840, brake overhaul £537, matching brown cloth. Original interior, MoT to May 16, always garaged. Somerset. 07840 783722

CAPRI MK3

LOOK! 1979, 73,000 miles, £1,500. Two owners, Oyster Gold, good body, mechanics, brown, good interior, needs brake overhaul, can transport, must be seen to appreciate. Berkshire. 0118 987 3477

CONSUL

CONSUL CAPRI



1963, £POA. Monaco red. Chrome Wires. 1500 Pre Crossflow. GT head and exhaust manifold. 28/36 Weber and inlet from Capri GT (originals with car) Lowered 2" with lowering blocks and shorter springs. (Originals with car). Widened by 2" at rear. Halogen lamps, £500 hi fi with blue tooth/iPod and 4 speakers. Bespoke Rev counter/water/opg binnacle. Glass fibre wings, but v good. Twin bespoke exhaust system. (Original supplied) Electronic ignition. 02083 669014/07973 175882

CONSUL CAPRI GT



1964, £Offers. I have owned this stunning car for almost 20 years, she was totally restored 2 years ago. Offers invited after you have viewed the car. For more info ring. Devon. 01803 851702 (SN)

CORTINA

CORTINA

1983, £2,200 ono. 1600 engine, estate version. Has been family owned almost from new. Good bodywork & chrome - garage stored, must be seen. Genuine offers considered. Essex. 07771 574690 / 01268 680929 (SN)

CORTINA 1600 AUTO CRUSADER

1982, £1,800 ovno. MoT September 2015 currently on SORN had recondition steering rack, rear wheel cylinders & brake shoes front tie-bar & antiroll-bar bushes, reconditioned brake calipers, welding to O/S/F & O/S/R chassis rail O/Sboot floor, boot floor to rear panel, but could benefit attention to top of front wings, otherwise generally sound usable condition good interior. 01306 884449 (MU)

CORTINA MK3



1974, 72,000 miles, £6,300 ono. Never restored never re painted. 12 months MoT. Low mileage. All original books and history with car. Engine: 2.0 litre overhead cam Pinto. Transmission: 3 speed automatic transmission. Exterior: period pin striping down both sides of the shell, all original badges, nice chrome metal grille, bumpers and trim. Interior: lovely quality leather seats, original steering wheel, original gear selector and sloping dash, great quality carpet. The car has recently had a full professional detail inside and all paperwork present. 07583440229

ESCORT

1600 ESTATE

1997, £300. Clean for year, MoT January 2016, needs front screen as cracked, bodywork clean, runs well always. Surrey. 020 8641 4238

ESCORT



£POA. 1600 Manual. Lots of history low mileage this car has been loved. 12 month MoT, no rust, also come with period black and silver age related registration plates. LREG. Engine: 1600 crossflow, new distributor, distributor cap, rotor arm, coil lead and HT leads. Rostyle chrome 13 inch deep dish wheels, clean leather seats and dash top, clean and tidy head liner and and carpets. This car is in fantastic condition for its age (42 years old), and it is absolutely solid, If you have any questions or are interested in the car please ring me. 07583 440229 (SN)

ESCORT

1973, 90,000 miles, £8,000 ono. Genuine AVO car, for restoration, all chassis plates still on the car. 95% complete needs carburettor, copper colour only one of 6 in this colour. 07767 637270 (SN)

ESCORT MK I



1972, £14,000. RS2000 running gear twin 45 webbers, 5 speed type 9 gearbox, discs, Bilstein suspension, painted 8 years, never welded, MoT 12 months. Gloucestershire. 078502 361246 (SN)

ESCORT MK1



1972, £7,950. This car is totally original and is in exceptional condition inside, outside and underneath. It has obviously had very little use and would appear to have spent its life in dry storage and fair weather use only, long MoT. Northumberland. 07974 536884

ESCORT MK4



1988, 45,000 miles, £1,000 ovno. 1600 Ghia. MoT to 30.06.16. Recently serviced. Very presentable solid car with usual Ghia options. Wears its faults honestly and everything works. Deserves better than a daily driver. Lancashire. 01772 494447 (PB)

ESCORT RS COSWORTH



1995, 44,000 miles, £29,995. Metallic ash grey with black leather seating. Unadulterated, not welded or repainted and original bodywork in every way. Engine not chipped, 310 BHP from blueprinted engine. Newly powder coated alloys, probably the best in the world, almost concours condition. 2 former keepers, enormous history file and service book with 22 stamps. Workshop manual. Must be seen. Greater Manchester. 01204 527479 / 07887 771386 (SN)

ESCORT RS2000



1995, 120,000 miles, £3,000. 5 speed manual, green, cloth trim, radio/CD, sun roof, electric windows, alloys, MoT April 2016, drives very nice, good clean original car not messed about with, must be seen. London. 07836 548731

ESCORT RS2000



44,000 miles, £7,995. Mallard metallic with grey recaro seating with a blue pattern. Grey carpets, sunroof, ex Isle of Man. Very carefully kept, with interior and exterior in lovely order. MoT April 2016, first to see will buy. Greater Manchester. 01204 527479 / 07887 771386 (SN)

ESCORT XR3i CABRIO

1989, £500. MoTd till July 2016, only 1 mile since last MoT, couple of advisories, some parts available to rectify, lost interest/ability to do myself aggressive arthritis, excellent power hood, Recaro interior, Dogley alloys, tow bar, paint a bit shabby. Pembrokeshire. 01646 601806

FORD MK7 ESCORT VAN 55

2000, 97,000 miles, £750. Maroon original colour, 1.8TD, central locking, electric windows, electric mirrors, power steering, roof rack, towbar. 11 months MoT. Ghia seats + dash. Drives good reliable van. West Lancashire. 07817 155765

MK2 ESCORT



£POA. GP4 2litre pinto, Quaife box atlas axle 4:6 lsd AP Racing front brakes Gartrac Arches Alloy tank and rad, for full spec and more pics. johnjamesjumbo@aol.com (SN)

RS2000



54,000 miles, £7,995. Silver metallic with recaro seats in grey and dark red, with grey carpets. Glass sunroof, correct RS wheels, centres organised. Just MoTd, in wonderful unmarked condition, having not been painted. A appreciating item, not to be missed. 10 stamps in the service books. Greater Manchester. 01204 527479 / 07887 771386 (SN)

FALCON

FALCON



1959, £12,000. First year model, stock straight six 2.4 litre engine, lowered suspension, de-badged, new tyres, mike curtis wheel, car featured. Cheshire. 01612 928270

FIESTA

FIESTA



1989, 18,000 miles, £POA. MoT until November 2015. Drives really well. Old mot and tax discs. A few scuffs but in general a very clean car inside and out. Grab a real classic bargain. 07968 948321 (SN)

FIESTA XR



1991, 45,000 miles, £5,250. Totally original, unmodified, Garaged all its life, No rust. MoT July 16. To keep it running nice it has had new, tyres, battery, cambelt, head, rocker box and manifold gasket. Has been waxholed inside and out. The bright red paint is still shinning, no fading at all. gizzyday@outlook.com (SN)

GRANADA

GRANADA MK2

1983, £3,500. 2.8 GL auto. Very little needed for MoT. Kept garaged and serviced last 15 years. Very reluctant sale. Very good and reliable car. Drives perfectly. Genuine callers only. Cornwall. 07596 403864 (PB)

MUSTANG

MUSTANG

1965, £13,250. 289 V8 auto coupe. Imported from North Carolina in 2008. New white vinyl roof and head lining. Original pony seats in ivy gold. Good all round condition. Will haggle. Dorset. 01747 854458 (SN)

PREFECT

PREFECT 100E



1955, 49,603 miles, £8,000. Nice clean car lots of money spent on refurbishing all receipts and paperwork from new colour green / cream. West Sussex. 07840 874319

SIERRA

SIERRA 2.0i GT

1993, £400. Rare model (500 made). Worth restoring. Non-runner at present. Phone for details. Carmarthenshire. 01570 480149 (PB)

SIERRA GT 2.0



1992, 129,000 miles, £875. Owned this car for 20 years and run daily, 3 owners from new, totally original. MoT failure due to fuel tank, brake ferrel and welding to sills, but the engine and 5 speed box is in absolutely mint condition. Car is in good condition overall for the age, only rear wheel arches blistered and front bumper cracked hence the price. Derbyshire. 07531 907895 (SN)

SIERRA XR4X4



1988, 128,000 miles, £4,000. One owner since 1989, garaged. Full service history since '89. No expense spared to keep in excellent condition. Partial restoration at 122,000 miles (2006) included full respray in original colour. New clutch fitted 2012. New tyres and S/steel exhaust, MoT July. Price includes lots of spares including some body parts and most lights. West Sussex. 01403 255712 (HP)

VEHICLES WANTED

ANY CLASSIC CARS

1950, Wanted. Doesn't matter on condition. Sierras, Anglia, Poplar, Cortina, Fiesta and so on;. Mid Glamorgan. 01656 736490 (RB)

PEUGEOT 504

Wanted. Pick up or P100 pick up. In excellent condition. Ford Granada or Sierra diesel, also wanted. Herefordshire. 07528 642560 (PB)

PARTS FOR SALE

CAPRI MKI

£POA. All parts except bodysell, doors, bonnet, bootlid glass, interior etc etc plus engine 1600 cross flow transmission axles etc. Also pass side door MKI escort 2 door. Ashley exhaust RS 2000. Angus. 07944 280702

DYNAMICS ALLOY WHEELS X4



£250. To fit Mini (pre 2015). Vauxhall Corsa. Renault Clio. Ford Fiesta. 4 stud Honda or 4 stud Rover. Leicestershire. 01530 231975 (PB)

FIESTA MK7

1999, £130. 4 x 16" alloy wheels, plus tyres good condition. Perthshire. 01738 634298 (SN)

FIESTA ZETEC 'S'



2015, £55 inc postage. Rear stone guard (OEM part No. 1833264 RRP £79.78 inc). Covered only 1,200 miles on my 2015 Fiesta Zetec 'S' (replaced with ST version). Necessary mod for Milltek/Cobra etc exhaust. Dorset. 01747 811917 (PB)

FIESTA/ESCORT 1.3/1.6

£160 ono. CVH engine Ford Clutch kit as new, still boxed. North London. 07985 691137

FORD ANGLIA 105E

£15 + p&p. 2x front indicators. Never used. Good chrome. Also Firenza body parts, no rust - offers. North Wales. 07881 555194 (PB)

FORD CAPRI



1971, £50. Differential, 4.125:1, good condition, from 1300 MK1 Capri. Collection only. Staffordshire. 07767 436544 (SN)

FORD CORSAIR

£POA. Leaf springs, U bolts, chassis bolts, anti-roll bar, bushes, Mac, struts, rear bumper, remote, servo, pads, air filter, brake shoes, radiator, boot lid, dif 3-7-1 plus others. Worcestershire. 01562 67309 (RB)

FORD ESCORT

1980-86, £200 ono. Factory replacement roof glass as new still in package. North London. 07985 691137

FORD ESCORT CORTINA 2 BITS

£POA. Mexico 1 carb, Cortina 2 carb. S/H from running engines, cort overriders. Escort 1 rear shocks plus mount bar. Front wing mounting rail. Granada 3 suspension, new front. W. Sussex. 01243 814826 (SN)

FORD ESCORT MK1

£650. 1300cc engine and gearbox, fully reconditioned, out of 1974 Mark 1 1300cc Escort, all original, stored in garage, all ready to go install. Ring John for more info. West Yorkshire. 07763 909322

FORD ESCORT MK3

£25. Headlight switches / steering column, switch gear both side excellent condition. Pair came from low mileage car also bumper trims and clips, some new. 07999 835380 (SN)

FORD ESCORT MK3

£25. Mk3 escort headlight switches / steering column, switch gear, both sides excellent condition. Pair came from low mileage car also bumper trims & clips some new. 07999 835380 (SN)

FORD FIESTA MK 1 FRONT SHOCKS

£45. Brand new still in box. Surrey. 020 8660 4538 (SN)

FORD FIESTA MK2/3



£30. Bits and pieces, job lot. East Yorkshire. 07979 406536 (SN)

FORD GRANADA MK 1

£POA. New spare parts wanted for Granada Mk 1 - Rear Lights (or just lenses), Front Wings, Any Emblems/ Badges, Chrome Door Handles. West Yorkshire. 01274 631066 (SN)

FORD MK 3 CAPRI LS PARTS

£50. 1 pair front door cards (grey), 1 pair rear seat back rest, 1 pair rear seat trim panels (grey), 4 wheel centre caps, towbar, 1 pair door window frames plus other parts. Buyer collects. 01306 884449 (MU)

FORD MK 4 ESCORT GHIA PARTS

£50. Instrument panel, 2x windscreen wiper assy, 2x heater fans, 1 pair electric window regulators, steering lock plus other parts £50 buyer collects. 01306 884449 (MU)

FORD MK5 ESCORT RS2000 RECARO INTERIOR



£875. In grey and very rare item, this interior comes with 4 headrests door cards, rear seats, with rear armrest, in mint condition no wear on any of the bolsters no burn marks. This interior is in storage and would be ideal for any project or up grade. Please note no offers or no time wasters serious inquiries only. West Midlands. 07879 215057 (SN)

FORD MONDEO MK2



£50 ono. Street fighter body kit. 07956 216172 (SN)

FORD MONDEO STAINLESS STEEL EXHAUST



£75 ono. Not sure of make as it was on the car when I bought it. 07956 216172 (SN)

FORD MUSTANG CENTRE GRILLE BADGE



1966, £150. Fast back, original Ford made. In very good condition. Of Shelby. Kent. 01322 662156 (RB)

FORD PARTS

£120. Compermotives alloy wheels, 8in x 13in, three piece. Ford Sierra 3.9 diff £50. 01732 47509

FORD SAPPHIRE COSWORTH

£1,000. YB engine stripped for inspection, complete with turbocharger. Glos. 01531 890625

FORD SIERRA TYPE 9

£285. Gearbox, 5 speed. Suitable for many sports and saloon car conversions. Lothian. 01313 432574

FORD TRANSIT

£140 ono. Mk2 rear road springs (2). Brand new gen Ford 3 leaf heavy duty. Staffordshire. 07770 837133

FORD TRANSIT

£25 ono. Transit Mk 6 pickup tow bar. Staffordshire. 07770 837133 (SN)

FORD TRANSIT PETROL

£open to serious offers. 1986-91 OHC tank gauge unit as new never used. North London. 07985 691137

FOUR YOKOHAMA WINTER TYRES

£85. 195/45/16, 7mm of tread left, only used for 3 months, confidence inspiring in frost/icy conditions, buyer to collect. Staffordshire. 01782 935879

LOTUS TWIN CAM ENGINE

2,000 miles, £4,000 ono. Steel crank fitted, electronic ignition. 07767 637270 (SN)

MK 1 ESCORT

£150. Fibre glass boot & bonnet-brand new. Front & rear screens with rubber surround. Gear box cross member for wide tunnel. Wilts. 01722 743752 (SN)

VARIOUS

£POA. Zenith carb, fit Minx/Husky, never used. Honda Civil alloy. Two small steering wheels, fit Mini, Anglia. MoT brake test meter. Beetle, transporter, hub caps. Other bits and manual. Warwickshire. 07719 482969 (RB)

PARTS WANTED

FORD 2000E 3 RAIL GEARBOX

Wanted. In good condition. 07860 246900 (SN)

FORD CORTINA MK5

1980, Wanted. Corn bumpers. Rear bumper. Over riders, to just the mirror on the passenger side, seat belts for back seats, badges. Northamptonshire. 01604 467933 (SN)

FORD SIERRA

Wanted. Help, i am an OAP with a superb Ford XR4i in white, thousands spent but i need a Ghia drivers seat or cover. Now worn after 32years use. Avon. 0117 949 9866

MISCELLANEOUS

CAR TRANSPORTER TRAILER

£995 ovno. Car/van/4x4 (or even caravan). 16ft x 6ft bed (overall 21ft x 7ft 6in). Heavy duty, twin axle, ramps. winch (manual), lights, socket, new brakes/tyres, JCB enamel paint. Tows well. Derbyshire. 07474 948711 (RB)

DIE-CAST MODELS

£All cheap. All boxed, in good condition. Limited editions, etc. Private sale. S.a.e. for lists (clearout). Yorkshire. 07471 739455 (RB)

MONOGRAM GOLDEN 'T' STREET ROD

£45. 1/8 scale. Unassembled plastic model kit in unopened packaging. Norwich area. Norfolk. 01603 898867 (PB)

OLD PUSH IN RADIO



£60. Needs two knobs. Staffordshire. 01782 870573 (RB)

MISCELLANEOUS FOR SALE

GARAGE

£150. Clarke 3 in 1 garage. Garden canopy. 20ft x 10ft x 9ft. Fully enclosed or open sided to 25ft. New in box. Cheshire. 07956 122483 (PB)

Project Hunter

CLASSIC FORD PROJECT CARS YOU SHOULD BUY - AND MODIFY!

BACK TO THE '90s
PAINTWORK

Illustrations: Simon Coulson



This issue's creations are heavily influenced by the late '80s and early '90s modifying scene, and since this was a golden era of mucking about with Fords, we're down with that. Borrowing heavily from the early '90s Mini Truck craze that briefly dominated the UK car modifying scene, we've taken what is actually a fine example of a Mk2 Sierra that should probably be left as Ford intended, and gone to work on the body - de-handling and badging it before spending a

million hours with the masking tape and scalpel before handing it over to an airbrush maestro for what is, let's be honest, a truly stunning paint scheme. With Mini Truck-inspired paint, we're going to need some Mini Truck wheels, too - in this case a set of 15 inch billet Budnik Trilogies with adaptors, and the lowest-profile tyres we can find? Why? Because we want this Sierra to sit on the deck using a custom set of coil-overs. Inside, and continuing the theme,

the seats and door cards have been retrimmed with a bedspread of the kind that adorned a teenager's room in the '90s (copious amounts of grey, yellow and black), plus the Fat Willy's-style Sierra graphic painted somewhere on the dash (but making sure it's well away from the graphic equaliser). Finally, with the existing Pinto running sweet, the underbonnet has been treated to nothing more than some splatter paint liberally applied. Make it so.

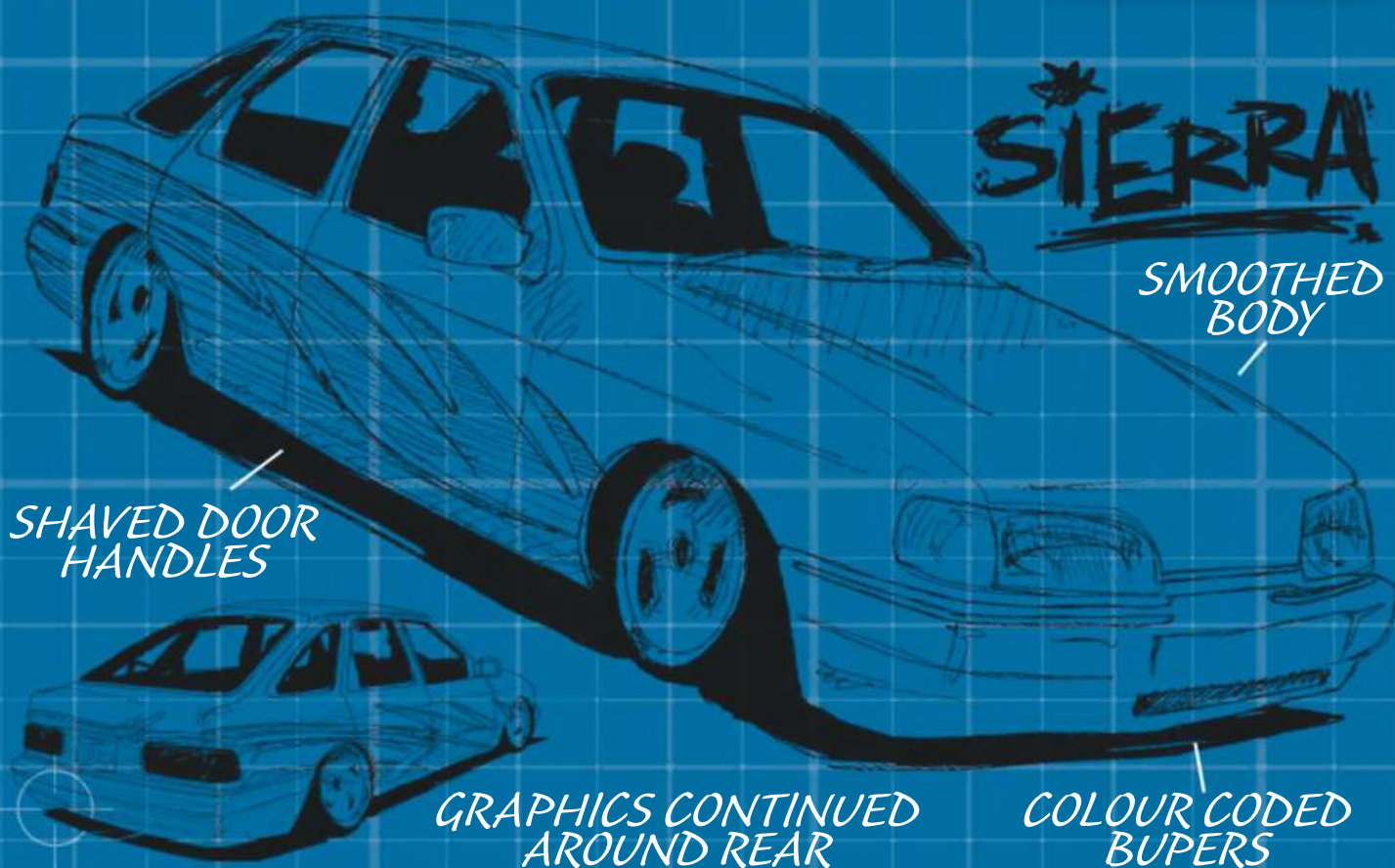
THE AD

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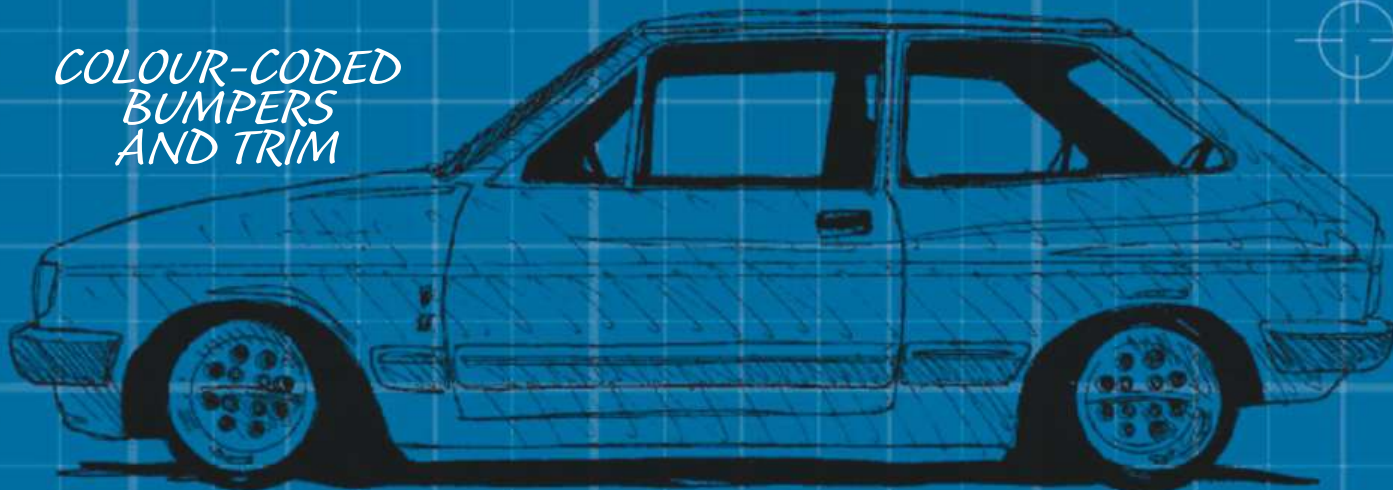
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fantastic, £1500'



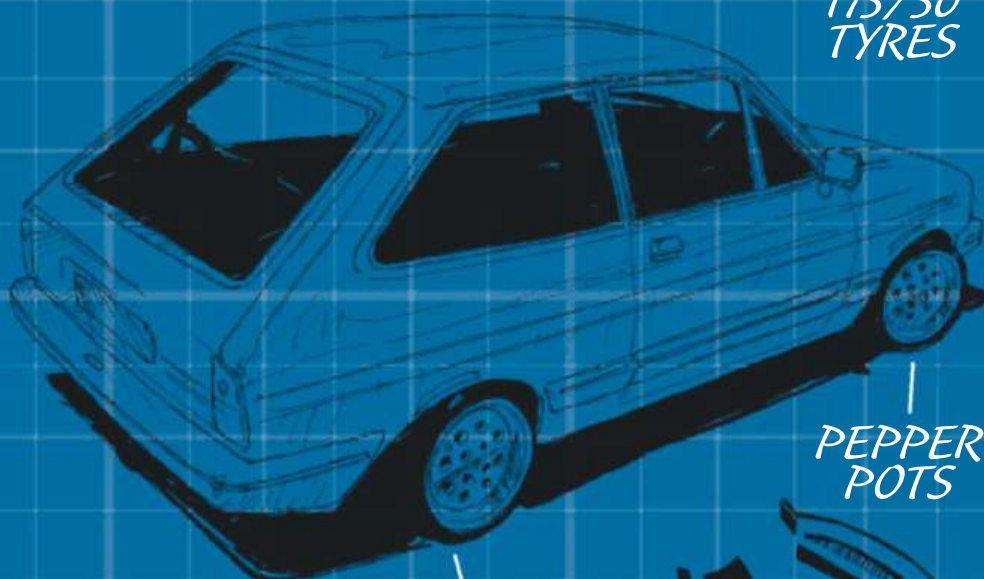
AIRBRUSHED GRAPHICS



COLOUR-CODED
BUMPERS
AND TRIM



175/50
TYRES



PEPPER
POTS

This Fiesta is based on a Mk2 that was built by a friend of illustrator, Simon's back in '89, and was one of the first – if not the first – non-Mini to run the then-new 175/50R13-sized tyres produced by Yokohama (A008s, fact fans). But we're getting away from ourselves... basically, you're looking at a Mk2 Fiesta Ghia turned up a notch in class-act stakes with a full respray in metallic British Racing Green – colour-coded bumpers and all. To complement the colour, we've gone for a set of XR2 pepperpots – polished to perfection and shod with the aforementioned Yokos in order to run this Fez as close to the south London Tarmac as possible. On the inside, the Ghia trim has gone in favour of a Mk2 XR2 set-up while under the bonnet you're looking at the biggest change. We want to break new ground and fit the smallest engine in the current Ford range, and that means the three-cylinder, 1-litre EcoBoost unit. This bonkers engine has a footprint no bigger than a sheet of A4 paper yet produces 98 bhp as standard, and a simple remap releases 145 bhp. It's got to be done!

THE AD

FOR SALE IN:

www.retro-rides.org

'Fiesta Mk2 1988 1.1 auto Ghia, 57,500 miles, been dry-stored for years, no tax or MoT, £280'



BLUE DOT
TAIL LIGHTS



METALLIC BRITISH
RACING GREEN



RACE

Rally and Competition Equipment

NEW FABRICATION AND SUSPENSION PARTS MK1 AND 2 ESCORT

"OVER A 30 YEARS", IN MOTORSPORT WE HAVE MANAGED TO BRING TOGETHER THE FINEST SELECTION OF HIGH QUALITY FABRICATED COMPONENTS. YOU WILL BE HAPPY WITH CLUBMANS OR WORKS SPEC PARTS. ALL PARTS HAVE BEEN DEVELOPED, TRIED, TESTED REPRESENTING TRUE VALUE FOR MONEY.

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4 LINK KIT REINFORCED BODY BOXES 5/8 JOINTS, BUSHES, SPACERS & BOLTS	£275
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4 LINK CROSS BRACES (BODY BOXES)	PR £17
GROUP 4 MK2 FIREWALL KIT. FITS WITH TURRETS INC BOOT INFILLS	KIT £78
MK1 & 2 NONE TURRET FIREWALL ALLOY PLATE	£46
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TOP RAD MK2 GUSSET PANEL	£28

BODYSHELL, GROUP 4 WORKS SPEC

4 LINK BODYSHELL KIT INC. BRACKETS, COVERS, SKIDS, LONG LINK BOLTS/TUBES AND CROSS BRACES MK2	£160
4 LINK ROD GRP4 SPEC 1/2 BUSHED	£42
4 LINK ROD GRP4 SPEC 5/8 BUSHED	£46
MK1 GRP4 SHORT LINK BODY BOX KIT	£114
GRP4 MK2 4 LINK KIT, COMPLETE	£500
GRP4 PANHARD ROD KIT. LH OR RH TOWER	£130
GRP4 PANHARD ROD TOWER. MULTIPIECE, LH OR RH WORKS SPEC	£58
GRP4 ROUND REAR TURRETS	PR £98
ZF GEARBOX TUNNEL COMPLETE	£100
BULKHEAD PLATE 1 PIECE	£13
BULKHEAD PLATE 3 PIECE	£19
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BULKHEAD GUSSETS 1 X SHAPED	PR £32
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SEAT SUB FRAME MOUNT KIT (WELD IN)	£40
WELD IN FRONT CROSS MEMBER CHASSIS	
INSERTS SET OF 4	£26
15" INNER REAR WHEEL ARCH TUBS	PR £230
MK1 WORKS STEEL ARCHES	SET £520
ROLL CAGE TUBE 2 METRE 38MM	£30
GRP4 WATTS CHASSIS BRACKET KITS	
MULTIPIECE FORMS BOTH SIDES	£114
GRP4 WATTS BARS GOLD BUSHED	PR £81

STRUT BRACES

GRP4 STRUT BRACE KIT WITH WELD ON BRACKETS AND STEEL BAR PLATED	£48
WITH ALLOY BAR	£70
WITH OVAL STEEL BAR POWDER COATED	£76
MK1 WORKS FLAT TYPE BOLT ON STRUT BRACE C/W BRACKETS	£48
MK2 BOLT ON ADJUSTABLE STRUT BRACE KIT STEEL OR ALLOY BAR	£66

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WORLD CUP X - MEMBER, FULL GRP4 SPEC	£395
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DOUBLE WIDTH KIT	£50
GRP4 TENSION STRUT KIT TARMAC	£325
GRP4 TENSION STRUT KIT FOREST	£400
ANTI ROLL BAR T/STRUT 5/8	£130
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COMPRESSION STRUT KIT FIXED	£130
COMPRESSION STRUT KIT IN-SITU ADJ	£160
16V ASTRA CHASSIS ENGINE MOUNT KIT ALSO OHC / X-FLOW	£70
TRACK CONTROL ARMS TCAs	
IN-SITU ADJUSTABLE TCAs, INNER RUBBER BUSHED	PR £180
IN-SITU ADJUSTABLE TCAs, 5/8 R/JOINTS + FITTING KIT	PR £180
RUBBER BUSHED ADJ TCA	HISTORIC PR £165
R/JOINTED ADJUSTABLE TCA	HISTORIC PR £165
RS2000 TRACK ROD END GEN FORD	£40
WATTS LINKAGE KIT ATLAS	£285
WATTS LINKAGE KIT ENGLISH	£240
PTE SLIPPER KIT	£48
SHORT REAR SPRING SHACKLES	PR £39
U BOLT PLATES	PR £29
TWIN CAM ANTI ROLL BAR	£130
MULTI LEAF ORIGINAL FOREST	
5 LEAF SLIPPER SPRINGS	PAIR £210
SINGLE LEAF TARMAC SLIPPER SPRINGS	
146LB	PR £225
TARMAC MULTI LEAF SLIPPER SPRINGS	PR £210
CD6 MK1 4 LEAF TWIN EYE SPRINGS	PR £210
MK2 SINGLE LEAF TWIN EYE 146LB SPRINGS	PR £225
MK2 MULTI TARMAC LOW TWIN EYE SPRINGS	PR £200

STEERING AND BRAKES

(ALL PEDAL BOXES HAVE GENUINE GIRLING MASTER CYLINDERS)

MK2 BIAS ADJ PEDAL BOX CABLE	£290
MK2 BIAS ADJ PEDAL BOX HYD	£355
MK1 BIAS ADJ PEDAL BOX CABLE	£340
MK1 BIAS ADJ PEDAL BOX HYD	£400
GRP4 THROTTLE PEDAL	£40
TUBE DASH ADJUSTER	£29
FLEXIBLE CLICK DASH ADJUSTER	£33
ALLOY RESERVOIR BRACKET	FROM £16
AP RESERVOIR + BRACKET PUSH ON	£18
GIRLING RESERVOIR THREADED	£18
HYDRAULIC HANDBRAKE KIT	£70
ALLOY PRO HYDRAULIC HORIZONTAL HANDBRAKE COMPLETE	£122
VERTICAL PRO ALLOY HANDBRAKE	£145
BIAS PROPORTIONING VALVE SCREW TYPE	£60
MK3 ESCORT REAR CALIPER MT BRACKETS	PR £20
SIERRA REAR CALIPER MT BRACKETS	PR £25

GENUINE AP DISC & CALIPERS

MONTE CARLO ESCORT CALIPER	EA £690
MONTE CARLO AP BRAKE DISC	EA £170
FOREST AP ESCORT CALIPER	EA £625
FOREST AP BRAKE DISC	EA £145
GRP4 2383-2382 REAR CALIPER	EA £540
GRP4 AP SOLID REAR DISC	EA £155
AP2577 REAR TWIN POT CALIPER WITH CABLE HANDBRAKE MECHANISM FITTED	EA £340
13" AP GRP4 FRONT DISC BELL	EA £22

NEW AP RADIAL 13" FRONT BRAKE KIT FITS WITH 13" WHEELS ONTO MK2 ESCORT C/W VENTED DISCS, ALLOY BELLS, MOUNTING BRACKETS, PADS AND PIPES £1,150

AP 15" RADIAL FRONT ESCORT BRAKE KIT, 305 DISC	£1,430
AP MONTE CARLO GRP4 ESCORT FRONT HISTORIC BRAKE	KIT £1,900
AP FOREST GRP4 ESCORT FRONT HISTORIC BRAKE	KIT £1,700
101/6 X 22MM VENTED DISCS TO USE WITH PRINCESS CALIPERS, PLAIN	PR £88
OR WITH GROOVES	PR £120
PRINCESS 4 POT CALIPER SPACER KIT	£40
GRPI CALIPER SPACER KIT, M16	£35
GIRLING MASTER CYLINDER 625 ETC	£55
RS2000 GEN FORD TRACK ROD END	£40
GRP4 CAST STEERING JOINT	£43
GRP4 CAST STEERING JOINT LONG	£43
2.8 CAPRI VENTED FRONT DISCS	PR £58
2.8 CAPRI VENTED GROOVED DISCS	PR £95

MK2 ESCORT BRONZE BUSHED H/D	
GEN FORD QUICK RACK	£230
WITH NEW LONG RACK ARMS FITTED	£260
MK2 ESCORT ALL NEW H/D K/C	
QUICKRACK RHD / LHD	£350
SIERRA REAR DISC BRAKE KIT	£395
SIERRA CONVERSION HANDBRAKE CABLE	£25

ELECTRIC POWERSTEERING KITS USING VAUXHALL CORSA MOTOR ALL BRACKETS TO FIT FORD ESCORT MK1 & 2 RHD + LHD £850

SUSPENSION AND MOUNTINGS

ALLOY 2 1/4" SPRING SEAT, 1" TALL	£10
ALLOY 2 1/4" SPRING SEAT, 3" TALL	£17
ALLOY 2 1/4" LOCK RING	£8
ALLOY 2 1/4" D SHAPE TOP CAP	£10
ALLOY 4" SPRING SEAT, SHALLOW	£29
ALLOY 4" SPRING SEAT, DEEP	£33

RS2000 BILSTEIN STRUT CASINGS GROUP 1 FIXED CUP £185 GROUP 4 THREADED ADJUSTABLE £175

BILSTEIN FRONT INSERTS

260/60 LONG	£120
300/70 LONG	£120
300/70 SHORT	£123
300/100 LONG	£123

BILSTEIN REAR DAMPERS

GRP1 MK2 ESCORT STD FIT	PR £210
GRP4 TURRETED 220/110	PR £200
GRP4 REAR COIL OVERS 220/110	PR £365

ESCORT FRONT TOP MOUNTS

RUBBER ROLLER BEARING TOP MOUNTS	EA £120
GRP4 2 PIECE CONCENTRIC ALLOY BLACK	EA £80.00
ECCENTRIC OFFSET ALLOY TOP MOUNT	EA £68.00
RUBBER TOP MOUNT C/W SPHERICAL BEARING	EA £75.00
CONCENTRIC ALLOY TOP MT FLAT	EA £65.00
HIGH ANGLE TOP MT NUT + WASHER	EA £65.00
ALLOY RBTM LOOK BLACK	EA £70
PLASTIC DUST COVERS RBTM	PR £11

FRONT HUBS STUDS + NUTS

GRP4 ALLOY FRONT HUB	£65
GRP4 FRONT WHEEL STUD	£4.75
GRP4 WHEEL NUT	£2.75
GRP4 WHEEL INSERT	£1.75
ALLOY HUB CAP STD	£8 B/B
GRP4 WHEEL INSERTS	£2.50
GRP4 MACHINED WHEEL SPACER	£9.00
STD M12 WHEEL STUDS LONG	£1.20
OPEN END M12 WHEEL NUT	£1.00
RS2000 + GHIA WHEEL NUT	£1.15
GRP4 TO STD M12 CONVERSION NUT	£2.00

COIL SPRINGS TOP QUALITY

FRONT BILSTEIN WELD ON STRUT ADJUSTER KIT COMPLETE CAR SET 2 1/4"	£70
REAR BILSTEIN 2 1/4 SLIP OVER KIT C/W ALLOY SPRING SEATS + TOP CAPS	£75
RS2000 FRONT ALL RATES	FROM £50 PR
RS2000 FLAT GROUND ALL RATES	FROM £50 PR
2 1/4 ALL LENGTHS + RATES	FROM £45 PR
2 1/4 PROGRESSIVE 12" & 14" VARIOUS	FROM £65 PR
BLUE 2 1/4 HELPER SPRINGS 4"	PR £30
LOWERING BLOCK KITS, 1" - 2"	£24

ALLOY PRODUCTS

ESCORT SHAPED PETROL TANK, BAFFLED WITH TWIN TACK OFFS AND SIGHT GAUGE, C/W FILLER NECK + SPLASH TRAY	£205
ESCORT SHAPED INJECTION TANK WITH LH OR RH SUMP C/W FILLER NECK + SPLASH TRAY	£280
TARMAC ALLOY ARCHES MK2	SET £325
FOREST ALLOY ARCHES MK2	SET £318
WIDE TARMAC REAR ARCHES MK2	PR £208
ALLOY FRONT SPOILER GRP4	£75
ALLOY FRONT SPOILER HIGH LEVEL	£85
DRY SUMP TANK, BASE MT	£125
DRY SUMP TANK, 6RA TYPE BREATHER	£210
ALLOY CRANK CASE BREATHER BOX	£49
ENGINE ALLOY UNION	£7
REAR MK2 LAMP PROTECTORS	£19
ALLOY BATTERY TRAY (240 X 175)	£42
MK2 CENTRE INSTRUMENT PANEL	£35

ALLOY SWIRL POT FUEL 1.5LTR	£110
FUEL PUMP BRACKET, TWIN FACET	£35
MK2 DASH BINACLE INSERT	£40
1 LITRE CATCH TANK 2 X 1/2 FITTINGS	£53
1 LITRE CATCH TANK C/W BREATHER	£65
2 LITRE CATCH TANK 2 X 1/2 FITTINGS	£53
RT30 BATTERY TRAY FLAT BLACK	£74
RT30 BATTERY TRAY VERTICAL BLACK	£70
REAR MK2 ALLOY BOOT SPOILER	£80
CO-DRIVERS ALLOY FOOT REST	£40
DRIVERS PUNCHED HEEL PLATE	£26

GEARBOXES

5 SPEED ZF DIRECT TOP FULL SPEC GEARBOX C/W TOWER + LEVER	£6,500 + VAT
5 SPEED TYPE 9 TRACSPORT STRAIGHT CUT 2.2 1st	£1,750
5 SPEED TYPE 9 TRACSPORT SEMI HELICAL 2.48 1st	£1,900
4 SPEED RS2000 TRACSPORT H/D STRAIGHT CUT 2.2 1st	£2,200
ABOVE GEARBOX ALSO AVAILABLE WITH ALLOY MAINCASE, H/D MAINSHAFTS & LAYSHAFT PINS	

NEW ATLAS AXLE CASINGS

PREPARED TO THE HIGHEST GRP4 STANDARD FULLY FLOATING GRP4 ATLAS AXLE CASING, THICK TUBE WITH STUB AXLES, DOUBLE PINNED AND BREATHER	£495
2 DIAMOND 4 LINK BRACKETS, WELDED	£60
2 GRP4 DAMPER BRACKETS, WELDED	£50
2 SPRING SADDLES, HEAVY DUTY, WELDED	£60
1 GRP4 PANHARD ROD BRACKET, WELDED	£32
2 AP CALIPER BRACKETS, WELDED	£48
FULL SPEC CASING WITH GRP4 BRACKETS	£745
2 FIF RINGS LH/RH	PR £32
GROUP 1 THICK TUBE ATLAS AXLE CASING WITH ORIGINAL ENDS DOUBLE PINNED AND BREATHER	£468
2 SPRING SADDLES, HEAVY DUTY WELDED	£60
2 DIAMOND 4 LINK BRACKETS, WELDED	£60
2 DAMPER BRACKETS, WELDED	£50
1 PANHARD ROD BRACKET, WELDED	£32
(BABY 48 1/2, NARROW 49 7/8, WIDE 52 INCH)	

DRIVESHAFTS AND FLANGES

TOP QUALITY GROUP 4 FULLY FLOATING HALFSHAFTS	
740-770 F/F INC NUT	£140
790-820 F/F INC NUT	£150
740-770 F/F SPECIALS INC NUT	£225
GRP4 FULLY FLOATING FLANGE	£65
GRP1 2 PIECE SHAFT 18 TOOTH GRP4, 18 TOOTH BABY, NARROW OR WIDE	£150
GROUP 1 WHEEL FLANGE	£68
GRP1 BABY ATLAS / ENGLISH 18 SPLINE SHAFT	£150
HALF SHAFT RETAINER PLATE	£6.50
DRUM SPACER PLATE	£5.50
18 TOOTH ZF ATLAS SIDE GEAR	£75

QUAIFE BIG BEARING HUB KIT BOLTS ONTO ENGLISH / ATLAS AXLE C/W 18 SPLINE, 18 SPLINE SHAFTS £80

FULLY FLOATING T/T METRIC REAR HUB	£65
GRP4 F/F REAR STUD, INC BOLT	£11.50
METRIC REAR F/F HUB BEARING	£25
STEEL O RING CARRIER	£12
F/F HUB AXLE SEAL KIT	£15
STEEL SPLIT LOCK RING LH/RH	£16
REAR FF ALLOY AP DISC BELL	£30
ZF ATLAS 18 SPLINE MOTORSPORT LSD	£1200
ZF ATLAS MOTORSPORT PLATE KIT	£170
ZF ATLAS WAVY PLATE	EA £25
ZF ATLAS STEEL LSD END PLATE	£150
ZF ATLAS STEEL LSD HOUSING	£290
ZF ATLAS DRIVE FRICTION PLATE	EA £30
ZF ATLAS LSD END THRUST WASHER	EA £18.50
5.3 AND 5.8 ATLAS C.W.P.	SET £485
4.9, 4.1 AND 4.375 ATLAS C.W.P.	SET £485
5.1 ATLAS C.W.P. (BEST AVAILABLE)	£320
SALISBURY ENGLISH 22 SPLINE LSD UNIT C/W BIG SIDE BEARINGS AND CROSS PINS	£550
SALISBURY ENGLISH 16 SPLINE LSD UNIT C/W BIG SIDE BEARINGS AND CROSS PINS	£550
18 SPLINE ENGLISH LSD UNIT	£650
SALISBURY ENGLISH STEEL END PLATE	£115
SALISBURY ENGLISH DIFF PLATE SET	£100
SALISBURY ENGLISH STEEL LSD HOUSING	£160
4.4 ENGLISH C.W.P. SET	£240
4.7, 4.9, 5.1 ENGLISH C.W.P. SET	£250

NEW ALLOY BELLHOUSINGS

16V ASTRA TO FORD	£178
RS2000 CABLE	£178
RS AND 5 SPEED TYPE 9 HYDRAULIC	£210
2000E CABLE	£180
2000E HYDRAULIC	£208

BORG WARNER TO PINTO RS.....	£190
BORG WARNER TO VAUXHALL.....	£220
DURATEC TO TYPE 9 CABLE.....	£275
DURATEC TO TYPE 9 HYD.....	£300
TOYOTA 4AG TO TYPE 9.....	£295
SIERRA TYPE 9 SINGLE STARTER.....	£170
ZF TO BDA HYD WORKS TYPE.....	£245

INLET MANIFOLDS TWIN CARB	
16V ASTRA, RED TOP, STRAIGHT.....	£120
N/A COSWORTH, 2 X 45/48.....	£120

CLUTCH AP COMPETITION	
RS PINTO 8 1/2 SPRUNG PADDLE PLATE.....	£195
RS PINTO H/D COVER.....	£270
7 1/4 AP TWIN PLATE CLUTCH.....	£435
7 1/4 3 BLADE PADDLE PLATE.....	£115
7 1/4 4 BLADE PADDLE PLATE.....	£150
RS2000 H/D ORGANIC ROAD KIT.....	£295

COMPETITION EXHAUST MANIFOLDS

RS2000 GRP2 3 PIECE 2 1/4 AND 2 1/2.....	£155
N/A COSWORTH 3 PIECE 2 1/4 AND 2 1/2.....	£205
16V ASTRA INTO MK2 ESCORT.....	£205
X-FLOW 4 INTO 1 RALLY.....	£145
DURATEC INTO MK2 ESCORT.....	£197
16V ZETEC RWD INTO MK2 ESCORT.....	£167

FAST ROAD COMPETITION 2IN MANIFOLDS

RS2000 4-2-1 OHC.....	£145
1300/1600 X-FLOW.....	£115
XR3CVH 4-2-1.....	£122
XR2 MK1 X-FLOW.....	£130
THE MANIFOLD AND SYSTEMS ARE FROM STOCK. MANY MAKES AND MODELS TO ORDER.	

COMPETITION EXHAUST SYSTEMS

PINTO 2 1/2 RIGHT HAND, SINGLE BOX.....	£144
PINTO 2 1/2 RIGHT HAND, TWIN BOX.....	£152
PINTO 2 1/4 RIGHT HAND, SINGLE BOX.....	£122
PINTO 2 1/4 RIGHT HAND, TWIN BOX.....	£129
THE ABOVE ALSO FIT N/A COSWORTH/ASTRA CROSS OVER PINTO LH 2 1/4 CENTRE PIPE.	
ADD.....	£12

FAST ROAD COMPETITION 2IN SYSTEMS	
RS2000 MK2 SINGLE BOX 2IN.....	£84
RS2000 MK2 TWIN BOX 2IN.....	£91
ESCORT MK 2 X-FLOW SINGLE BOX.....	£76
ESCORT MK 2 X-FLOW TWIN BOX.....	£84
MK1 ESCORT X-FLOW TWIN BOX.....	£106
XR3 TWIN BOX WITH 3I SS END.....	£145
XR2 MK1 TWIN BOX 3I SS END.....	£130
XR2 MK2 CVH TWIN BOX.....	£125
SYSTEMS AVAILABLE ESCORTS MK5 + 6 + 7	
CAPRI, CORTINA, FOCUS, TALBOT SUNBEAM,	
PEUGEOT, TOYOTA COROLLA ETC, ETC	

BOLT ON SAFETY AND SERVICE PARTS

5-SPEED R/Jointed QUICKSHIFT.....	£55
4-SPEED R/Jointed QUICKSHIFT.....	£55
5-SPEED Q/SHIFT KIT.....	£17
ROCKET TO ATLAS H/D PROPSHAFT.....	£140
ZF TO ATLAS H/D PROPSHAFT.....	£195
ZF TSTEEL GEARLEVER.....	£130
ATLAS AXLE 10MM ALLOY BRACE.....	£115
ATLAS STEEL WIDE DIFF SKID.....	£57
BACK COVER HALF MOON CLAMPS.....	£15

FIRE EXTINGUISHERS	
2.25 AFF PLUMBED IN SYSTEM.....	£100
4.0 LTR AFF PLUMBED IN SYSTEM.....	£165
2.0 LTR HAND HELD AFF.....	£25
2.4 LTR HAND HELD AFF SPA.....	£50
MK2 ALLOY Q/R LAMP BRACKETS.....	PR £50
MK1 ALLOY Q/R LAMP BRACKETS.....	PR £68
SIDE MOUNT INTO SILL QUICK LIFT SCISSOR JACK.....	NEW £45

GRP4 CHASSIS MOUNT SUMP GUARD	
WITH 1/4 PLATE, TARMAC.....	£175
WITH 5/16 PLATE, TARMAC/FOREST.....	£195
WITH 3/8 PLATE, FOREST.....	£210
NEW TYPE LONG GUARD CURVED	
WITH SKIDS GRP4 MK1 AND 2.....	£275
ZF GEARBOX ALLOY GUARD.....	£65

NEWMAN CAMSHAFTS PROVEN RESULTS	
PINTO OHC FAST RD, RALLY OR RACE.....	£116
PADDLED CAM FOLLOWERS.....	SET £68
X-FLOW FORD FULL RANGE OF CAMS.....	£100
OHC PINTO VERNEIR PULLEY.....	£80
MK2 POLYCARB WINDOW KITS C/W SLIDERS	
TINTED BRONZE OR CLEAR, FULL SET	
(AIREDALE).....	£270
MK2 CARBON DOOR CARDS.....	PR £95
MK2 INNER REAR QUARTER CARBON	
PANELS.....	PR £80
CARBON MK2 ROOF VENT.....	£160
MK1 ESCORT SAFARI ROOF VENT.....	£130

GEAR REDUCTION STARTER MOTORS	
PINTO, X-FLOW, BDA, ETC.....	FROM £150
HELLA H4 HEADLIGHT UNIT.....	£29
MK1 ESCORT BOWL AND LOOM.....	£29
HELLA 3000 SPOT LAMPS.....	£70
MK2 ESCORT MOULDED SHAPED POLY MUD	
FLAPS, BLACK, BLUE OR RED, SUPERB FIT,	
SET OF FOUR.....	£130
FACET RED TOP FUEL PUMP KIT.....	£76
FACET RED TOP PUMP.....	ONLY £66
ALLOY FILTER KING LARGE BOWL.....	£45
ALLOY FILTER KING LARGE BOWL AND GAUGE	
.....	£62
NAVIGATORS PYRAMID, ALLOY FOOT REST.....	£18
HARNESS EYES.....	£1.50
EYED BACKING PLATE.....	£1
BOOT SPRINGS.....	PR £7
BONNET PINS.....	STEEL £7.50
.....	ALLOY £9
ALLOY FOOT PEDALS SHAPED.....	SET £11
LIGHTWEIGHT 19MM RALLY WHEEL BRACE	
ON BRACKET AND SPIN HANDLE.....	£58
GRP4 NAVIGATORS ALLOY FOOT REST.....	£34
DRIVER ALLOY HEEL PLATE.....	£15
MK2 ALLOY CENTRE CONSOLE.....	£30
ALLOY SPARE WHEEL POLE, SINGLE.....	£18
ALLOY SPARE WHEEL POLE, DOUBLE.....	£30
Q/R PLASTIC CONE CLAMP.....	£38
TRS Q/R WHEEL STRAP REMOVABLE.....	£35
EXHAUST PACKING.....	£5
BATTERY CUT OFF SWITCH FIA.....	£28
SAFETY STICKER SHEET.....	£2
SWITCH STICKER SHEET.....	£5
DOOR SQUARES.....	£3.50
MUD FLAP MATERIAL, 4MM RED/BLACK/BLUE	
.....	£5
MUD FLAP MATERIAL, 5MM BLACK/BLUE.....	£15
ALLOY MUD FLAP BRACKETS.....	£3
ALTERNATOR NYLON STRAP AND CLAMPS.....	£16
STEEL THRUST BEARING CARRIER PLUS	
ROUND NOSE BEARING RS PLUS TYPE 9.....	£47
ALUMINIUM CLOTH HEAT SHIELD, 50 X 50CM	
.....	£12

MK2 ESCORT ALLOY GRP4 RADIATOR	
SUIT MOST ENGINE TYPES C/W FAN, BRACKET	
AND SENDER BOSS.....	£250
M LINE 280MM FAN.....	£68
SENDER UNIT SWITCH.....	£12

BDA SILICON TOP AND BOTTOM HOSE.....	PR £88
BDA HEATER HOSE.....	PR £69
13 ROW OIL COOLER.....	£65
ANTI VIBRATION ALLOY MOUNT BRACKET.....	£40
PINTO ENGINE HOSE KIT.....	SET £110
VAUXHALL TOP + BOTTOM HOSE.....	PR £80

NEW PRO FIA 3IN SHOULDER 2IN LAP	
STRAPS WITH REINFORCEMENTS Q/R	
"THE BEST SELLER"	
4 POINT Q/R.....	£100
5 POINT Q/R.....	£105
6 POINT Q/R.....	£110
CLUBMANS 2IN 3 POINT.....	£44
CLUBMANS 2IN 4 POINT.....	£49

TRS TOTAL HARNESSES FIA APPROVED	
MAGNUM 75MM 3IN STRAPS Q/R	
4 POINT Q/R.....	£118
5 POINT Q/R.....	£126
6 POINT Q/R.....	£130
ALL COME WITH FIXING EYES,	
ALL COLOURS AVAILABLE.	

FIA • COBRA BUCKET SEATS • FIA	
IMOLA PRO LOW SIDE STD GRP.....	£378
IMOLA PRO GT LARGE GRP.....	£419
SUZUKA PRO HIGH SIDE STD GRP.....	£424
SUZUKA PRO GT LARGE GRP.....	£435
MONACO PRO STEEL FRAME.....	£180
ALLOY SIDE MT SEAT FRAME KIT.....	£50

TRS HELMET HAMMOCK MESH.....	£31
NAV MESH MAP POCKET.....	SMALL £10
.....	LARGE £12
AVANTI MAP LIGHT.....	£30
TWIN HELMET BOX.....	£50
PIPERCROSS AIR FILTER TWIN BOX BDA PINTO	
X-FLOW, ETC.....	£92

* CABLES & LINKAGES *	
TWIN CABLE WEBER ALLOY.....	£60
TWIN CABLE DELLORTO STEEL.....	£60
THROTTLE CABLE 1 METRE.....	£5
THROTTLE CABLE 3 METRE.....	£6
RS2000 CLUTCH CABLE.....	£16
RS2000 HEAT SHIELDED CLUTCH CABLE.....	£24
RED PULL CABLE 8FT.....	£10
RED PULL CABLE 12FT.....	£12
RALLY ESCORT T-SHIRT.....	£15
RACETEC 8000 RPM TACHO.....	£130
STACK ST200 10500 RPM TACHO.....	£240
TERRATRIP 303 PLUS C/W REMOTE HEAD	
DISPLAY.....	£295
TERRAPHONE CLUB INTERCOM.....	£96

* SEALED HIGH OUTPUT BATTERIES *	
RT25 182x77x168mm.....	£115
RT30 250x97x166mm.....	£155
RT40 250x97x206mm.....	£175
RT35 ANTI VIBRATION.....	£130
PC680 ANTI VIBRATION.....	£78
PC925 ANTI VIBRATION.....	£120
MK1 ESCORT LAMINATED WINDSCREEN.....	£75
MK2 ESCORT LAMINATED WINDSCREEN.....	£75
MK1 ESCORT HEATED WINDSCREEN.....	£225
MK2 ESCORT HEATED WINDSCREEN.....	£220

POLYCARB WINDOW KITS CLEAR OR BRONZE	
MK2 ESCORT 7 PIECE KIT.....	£200
MK2 5 PIECE KIT WITH SLIDERS.....	£220
MK1 ESCORT 7 PIECE KIT.....	£295
MK1 5 PIECE KIT WITH SLIDERS.....	£330

BODY PANELS FORD ESCORT MK1 & 2	
MK1 FRONT WING.....	£88
MK2 FRONT PANEL.....	£97
MK2 DOOR SKIN.....	£76
MK1 FRONT PANEL.....	£65
MK1 FRONT WING STD.....	£175
MK1 SLAM PANEL.....	
THIS IS JUST A SMALL SELECTION OF PANELS	
AVAILABLE. FULL RANGE IN STOCK.	

MK1 ESCORT BOLT IN SAFETY DEVICES	
ROLL CAGE WITH DIAGONAL.....	£470
MK2 ESCORT BOLT IN S/D MULTI POINT ROLL	
CAGE ARCH OR TURRET MOUNT WITH	
DIAGONAL.....	£545
MK1 S/D "WELD IN" ROLL CAGE C/W ALL	
EXTRAS CDS.....	£690
MK2 S/D "WELD IN" ROLL CAGE C/W ALL	
EXTRAS CDS.....	£790
MK2 ESCORT SHAPED DOOR BAR.....	EA £45
UNIVERSAL STRAIGHT DOOR BAR.....	EA £48
PINTO ELECTRONIC DISTRIBUTOR KIT.....	£285
X-FLOW LUCAS ELECTRONIC DISTRIBUTOR.....	£195
LUCAS IGNITION MT PANEL.....	£40
ZF IMPT SHAFT AND 5TH GEAR.....	£470
ZF DIRECT TOP BRONZE SELECTOR FORKS	
1ST & REVERSE FORK.....	£190
2ND & 3RD FORK.....	£210
4TH & 5TH FORK.....	£200
BRONZ SELECTOR ZF GUIDE RAIL.....	£100
ZF MAINSHAFT.....	£730
COMP INJECTION FUEL PUMP.....	£110
INJECTION FUEL REGULATOR -6.....	£80
ALLOY INJECTION FUEL FILTER.....	£57
OMP CORSICA SWEDE STEERING WHEEL.....	£140

OMP MK2 S/WHEEL BOSS.....	£40
MK2 POWERSTEERING KIT.....	£850

MINTEX BRAKE PADS M144	
AP MONTE CARLO (1201).....	£74
AP FOREST FULL PAD (1864).....	£63

DUNLOP TYRES 13IN, 14IN, 15IN, 16IN AND 17IN TARMAC RALLY MOULDED PATTERN	
200/530-13 X22-X08 (215/45).....	£150
235/530-13 X22-X08 (225/45).....	£160
200/585-15 X22-X08 (215/45).....	£173
220/585-15 X22-X08 (225/45).....	£175

FOREST TYRES 13IN AND 15IN	
165/80-13 SP85.....	£109
165/80-13 SP61.....	£122
185/70-13 SP85.....	£114
195/70-13 SP82.....	£130
A SELECTION OF TYRES IN STOCK	

NEW FIBREGLASS PRODUCTS

FORD ESCORT MK1 AND 2	
BONNET WITH INTERNALS.....	£125
BONNET CARBON LAYER INTERNAL.....	£210
BOOT LID PLAIN MK1 AND 2.....	£90
BOOT LID CARBON LAYER, INTERNAL.....	£170
BOOT LID WITH SPOILER, MK2.....	£145
RS2000 MK2 NOSECONE BONNET.....	£148
MK1 WORKS BUBBLE ARCH.....	SET £95
MK2 ALLOY PATTERN ARCH.....	SET £95
MK2 FOREST 76 SPEC ARCH.....	SET £95
RS1800 BOOT SPOILER.....	£40
RS2000 CARBON BOOT SPOILER.....	£85
MK2 REAR BUMPER.....	£34
KEVLAR.....	£44
MK2 QUARTER BUMPERS.....	£44
KEVLAR.....	£82
MK1 REAR BUMPER.....	£39
MK1 F/G CHROME QUARTER BUMPERS.....	£88
MK1 TWIN COWEL DASH TOP, LATEST	
ORIGINAL LOOK.....	£110
MK1 WORKS CENTRE CONSOLE.....	£74
MK1 6 DIAL DASH TOP RH OR LH.....	£85
BATTERY BOX.....	£30
RT30 BATTERY BOX.....	£45
CARBON LOOK.....	£53
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